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AUTOCAR PROMOTION

RESOLUTELY STYLISH

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The dictionary defines the word ‘resolute’ as meaning ‘admirably purposeful’. The perfect moniker, then, for the limited-run MINI Electric Resolute Edition. Adding a wealth of special touches to its 145-mile range[1], 0%-80% rapid charging in as little as 36 minutes[2], 270Nm of electrified torque and MINI’s go-kart-like handling DNA, it’s the ultimate evocation of the all-electric hatchback.

COLOUR ME A CLASSIC

Evoking iconic 1960s MINIs and harking back to MINI’s racing heritage, the exclusive eye-catching Rebel Green solid paint option channels the classic Connaught Green used on the original Austin 1100. Or, you can pick Enigmatic Black or Nanuq White.

FIRST-CLASS SEATING

The classic-meets-contemporary Light Chequered cloth upholstery embodies MINI’s quality craftsmanship and attention to detail, while the sleek sophisticated dashboard is clad in Resolute design foil, pairing perfectly with the Resolute badges.

DETAILS, DETAILS

The MINI Electric Resolute Edition is covered from head-to-toe in eye-catching exclusive bronze detailing: from Resolute Bronze exterior light, door handle and grille surrounds, to bonnet stripes and door sill finishers.

MINI ELECTRIC

THIS WEEK

'Nothing I've ever driven felt as planted at 200mph-plus'

AUTOCAR
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FORD'S TOUGH REBOOT IN EUROPE STARTS HERE

IN THE PAST couple of years, Ford has lost its UK number one position, announced swathes of job losses and confirmed the end of much-loved cars like the Fiesta and Focus.

Now, we finally get a look at the first all-new European Ford to spearhead its recovery and to lead it in the electrification era. The Explorer (p4) will take the place of the Fiesta on the production line in Cologne. The two couldn't be further apart in who they're aimed at, such is the radical shift going on at Ford.

At the heart of this new Ford in Europe is ex-Audi exec Martin Sander. He's been the voice behind many of the doom and gloom announcements in recent months. This week, he explains why he's had to take such tough decisions, but also why we should be excited about Ford's future (p48).

So great is the change going on at Ford that it is effectively operating like a start-up: new leadership, new technology, new production lines and new pricing and positioning of its cars.

Few if any car makers have a history as illustrious or as envied as Ford's. Indeed, almost everyone knows what a Ford is, and should be, such is its place in popular culture. Living up to that will be Sander's toughest test of all.

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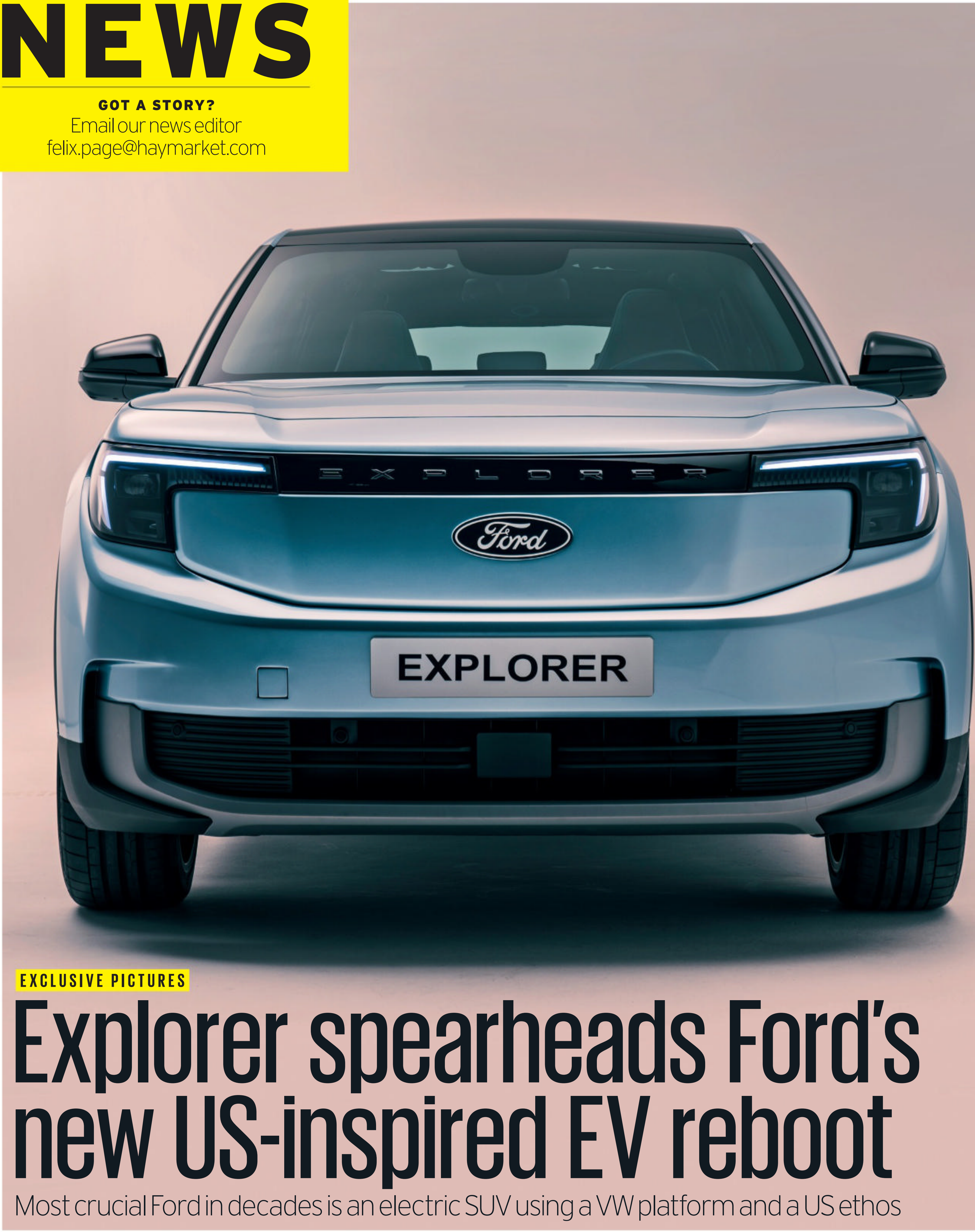


EXCLUSIVE PICTURES

Explorer spearheads Ford's new US-inspired EV reboot

Most crucial Ford in decades is an electric SUV using a VW platform and a US ethos

Ford's new era has begun: the Explorer is a European-focused, European-designed and European-built electric SUV channelling the Blue Oval's American spirit and conceived to do battle in one of the market's fiercest emerging segments.

Due to start rolling down the production line at Ford's revamped Cologne factory (where it currently builds the Fiesta) from mid-2023, the squat new crossover measures 4460mm long. This pitches it roughly between the highly competitive small and mid-sized SUV markets and means it will compete with everything from the Jeep Avenger and Mini Aceman to the Hyundai Ioniq 5 and Skoda Enyaq iV.

In this respect and many others, it is the most important new Ford product in decades and will be crucial in paving the way for a totally overhauled – and downsized – range of passenger EVs designed around the concept of 'American-ness', far removed from the likes of the Fiesta, Focus and Mondeo that have gone before.

The company's Europe boss and head of its Model E EV arm, Martin Sander, told Autocar: "If we concentrate a little bit more on the real DNA of this company, really going back to our roots as an American icon, we are the only American, iconic car company still doing business in Europe. I think this is a huge opportunity for us to reposition the brand, and to create a new world of experiences around this DNA."

The Explorer is the first Ford EV – of two so far confirmed – to use Volkswagen's MEB electric vehicle platform as part of a partnership in which the US firm reciprocates by building VW-badged commercial vehicles in Turkey and South Africa. Choosing dimensions that put it halfway between the VW ID 3 and ID 4 was a conscious decision to avoid directly competing with those two cars, bosses told Autocar, but it was not a condition of Ford using the platform.

In its most potent form, the Explorer will feature a motor on each axle for a combined 335bhp and 402lb ft – more than any other MEB-based production car currently on sale and sufficient for a sub-6.0sec 0-62mph time. Ford has not yet said if this range-topper will bear the hallowed ST (or even RS) badge but it has confirmed that a dedicated Sport mode will be one of five available on all-wheel-drive cars.

There are also two rear-driven options, one with 168bhp and the other with 282bhp. Battery options have not yet been detailed but Ford is targeting a maximum range of 311 miles from the longest-legged 'Max' variant. The Explorer is expected to offer an entry-level 52kWh battery and the 77kWh unit that nets a claimed 316 miles per charge in the slightly larger Audi Q4 E-tron – both of which can charge at speeds of 170kW.

But other than the VW Group-supplied fundamentals, the Explorer is a Ford product through and through. "We're American and we really want to underline that. That's something that we're drawing from: our heritage, our past," Ford exterior design manager Jordan Demkiw told Autocar.

In this respect, most obviously, the Explorer is the flag-bearer for a bold new era of Ford styling led by Amko Leenarts, head of the firm's European design studio. Leenarts has overseen the styling of every vehicle the brand currently sells in the region and is now leading a ground-up overhaul of its established conventions.

All Ford passenger cars will now be categorised according to four new design pillars introduced under the 'Adventurous Spirit' banner. There's 'Ultimate Outdoor' for hardcore off-roaders like the Bronco; 'Wild Performance' for the Mustang and its sporting siblings; 'Urban Escape' for the city-focused Puma; and 'Active Adventure' for family SUVs such as the Kuga and the Explorer. Ford is keen to emphasise the difference between this new car and →

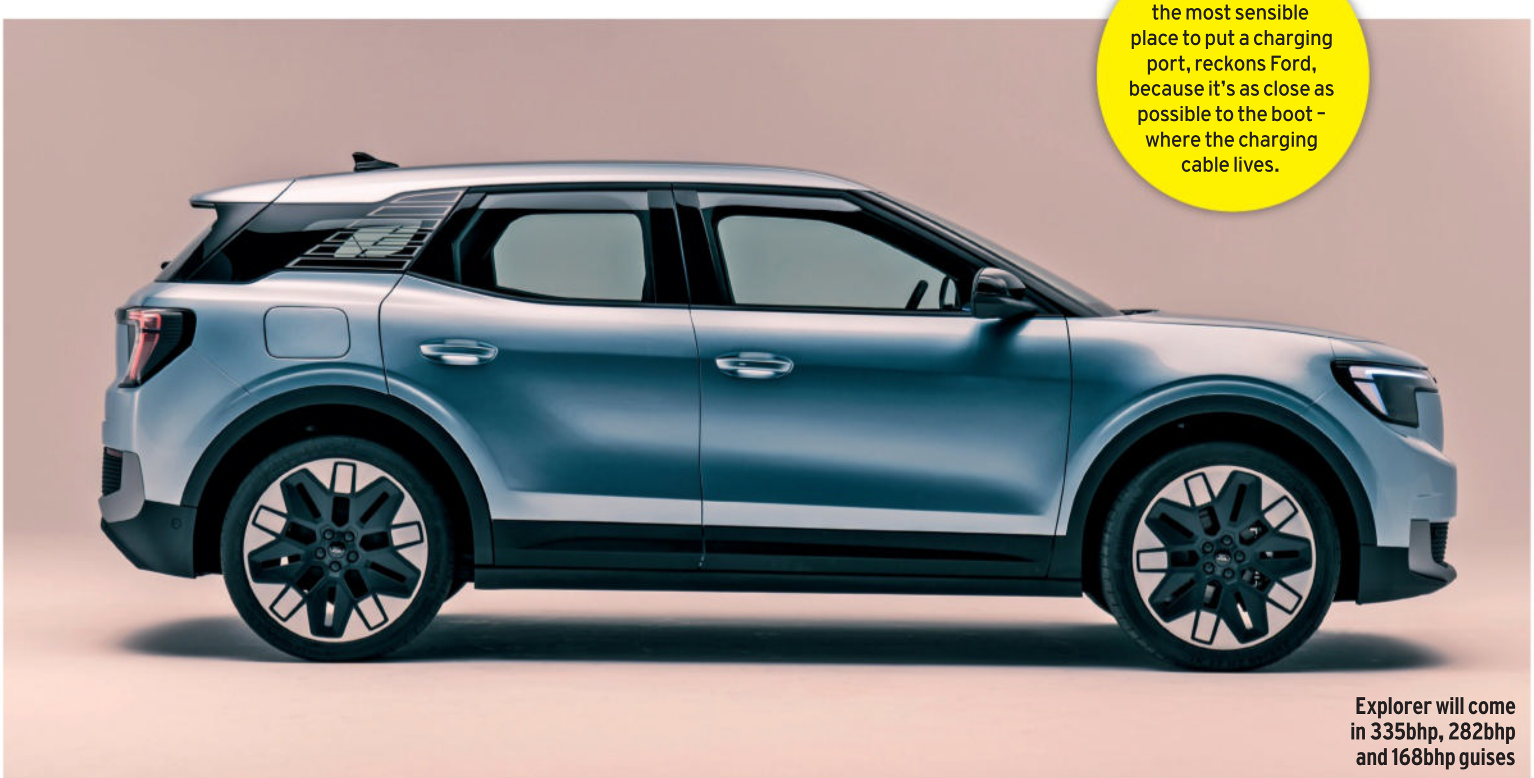
> "The Explorer will compete with everything from the Avenger and Aceman to the Ioniq 5 and Enyaq"

Boot is 450-1400 litres; load floor is height adjustable

Floating roof and contrasting pillars are key features

VW's MEB platform has enabled Ford to package efficiently

Rear corner is the most sensible place to put a charging port, reckons Ford, because it's as close as possible to the boot – where the charging cable lives.


Explorer will come in 335bhp, 282bhp and 168bhp guises

“Ford will look to deploy other historic nameplates for bold new products”

There will be just two trim levels: Explorer and Explorer Premium, the latter marked out chiefly by its 21in wheels, Sensico seats and ambient interior lighting.

the existing Explorer, a much larger US-focused SUV that will be withdrawn from sale in Europe in the coming months.

Leenarts told Autocar that while the new Explorer is a markedly different proposition from its namesake, it is important that it embodies the same character: “I think it’s not a surprise that it is the first car in our adventurous spirit. It has a market positioning that really helps us get across that adventurous way.”

He added that Ford will look to redeploy other historic nameplates, attaching connotations of the firm’s heritage to bold new products. “I think in general, the public loves that we are bringing nameplates to new territories,” he said. “That’s the goal. You can expand those nameplates in a much more creative way, taking account of the needs of the customer.

“And frankly, the Mustang can do it, we proved that the Explorer can do it, and there are a couple of other nameplates that are coming up that we feel that can expand on…” However, he stopped short of naming any specific nameplates for revival.

Proportionally, the new Explorer’s minimalist, upright two-box silhouette makes it an obvious relation of the blocky Explorer and Ford’s other US-market icons, the Bronco and F-150, but the design team have used “all the tricks in the book”, according to senior designer Liviu Tudoran, to ensure it is both as aerodynamically efficient and internally spacious as possible.

According to the car’s designers, its bluff front end with the larger new logo, the beltline that wraps around the entire car, the ‘generous’ wheel arches and the floating roof with contrasting black A-pillars are some of its defining features.

The designers are also keen to emphasise that while the Explorer represents a departure from the established conventions of Ford design, future models will not follow a ‘Russian doll’ approach in adopting the same cues and proportions. “Each car will have its own unique character,” said Demkiw.

Boosting interior space compared with same-sized ICE propositions was a priority for the design team, who tout the flat floor and modularity of the MEB platform as allowing the Explorer to offer ‘large car’ qualities in a relatively compact footprint.

There is no storage under the bonnet but, like the Puma, the Explorer is equipped with a ‘secret’ load bay under the boot floor and the 17-litre ‘Megaconsole’ cubby between the two front seats is one of the largest fitted to any production car. Boot space is put at 450 litres with the seats up – bigger than in the Mustang Mach-E – and 1400 litres with them folded. The load floor can also be raised or lowered according to requirements.

Ulrich Koesters, director of Ford’s Team Edison division for electrified vehicle development, explained that the Explorer’s spacious cabin should put it on the radar of current Focus owners when they come to switch to an EV.

He said: “They will want to have the same or more functionality and a smaller footprint. And that’s what this vehicle actually does, because it’s building a little bit taller but has better package efficiency so therefore you create more space for the occupants. You

A CHANGING OF THE GUARD FOR FORD IN EUROPE

STEVE CROPLEY

In some ways, the launch of the Explorer carries strong echoes of the 1998 launch of the Focus. But in other ways, it’s a complete contrast.

The Focus’s practical task was always to trump the best-selling Golf, so it came with progressive European styling, a strong showing on reliability and a sophisticated all-independent rear suspension that put all others in the shade.

Ford never beat the Golf but it played the European game well until demand for hatchbacks started to be hit by buyers’ strong swing to SUVs, by Ford’s own inability to make its European cars profitably, and by Dearborn’s decision to project a stronger American image in Europe.

Ford still wants to make major components but it doesn’t mind using VW’s underbits for its strong sellers. In the Focus heyday, that would have been unthinkable. It’s a bold plan and, as ever, it will stand or fall on the Blue Oval’s ability to make its all-new models desirable. But it does have a good track record of that.

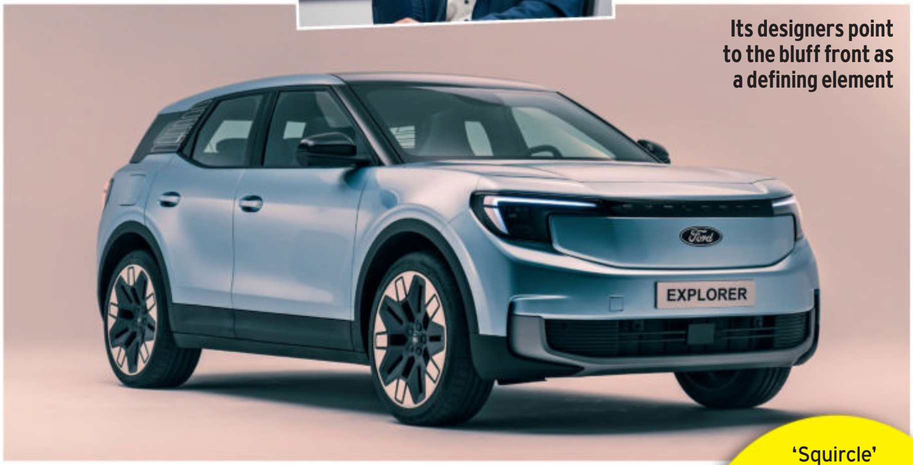
There will be both rear- and four-wheel-drive versions

EXPLORER IN BRIEF: PRICE AND POSITIONING

How much will it cost?
Ford hasn't said, but expect a healthy premium over the Focus. A starting price in the mid-£40,000 range would line up the Explorer neatly against the similarly sized Volvo XC40 Recharge, and the highest-spec 4WD cars are likely to nudge the price towards £60,000. Ford says it has striven to keep running and insurance costs to a minimum. Ford Team Edison boss Ulrich Koesters said: "From a Focus customer perspective, we believe this will be affordable."

Is it an indirect Fiesta replacement?
Ford of Europe boss Martin Sander (pictured) said the Explorer "can't replace the Fiesta when it comes to customer expectations, because it's a totally different vehicle – a totally different vehicle in a totally different segment". Indeed, it is substantially larger and will be around double the price. But he added: "It can still replace Fiesta when it comes to success. Fiesta was an extremely successful product for Europe over the decades, a signature product for Ford. And I think the Explorer has the potential to become the next, and possibly the first real signature EV for Ford in Europe."

Will it be Ford's cheapest EV?
No. There is an electric version of the Puma coming next year and it is likely to be priced in the mid-£30,000 range – and the Tourneo Courier MPV, which is due at around the same time, will cost less than that. EV production costs will initially mean pricier cars but "Ford is not going to be a premium brand", said Sander. "Henry Ford was very clear when he said he wants to make products for the masses that everyone should be able to afford."



Its designers point to the bluff front as a defining element

have more shoulder and knee room in the rear, more space around you in the front and good luggage size as well."

The focus on ease of use extends to the cockpit area, where the standard-fitment 15.0in portrait touchscreen – running the latest version of Ford's Sync infotainment platform – is mounted on hinges so it can be fixed flat upright or reclined up to 30deg. The former facilitates a "more active" driving style, according to Ford, as well as freeing up another 1.7-litre storage tray. Tilting the screen means it can be used in a more relaxed manner, with an elbow resting on the centre console.

The screen controls most key functions and has a permanently visible and accessible climate control interface. The Explorer is also equipped with physical and haptic controls that can be used easily on the move, including a vibrating, illuminating touch slider for the volume.

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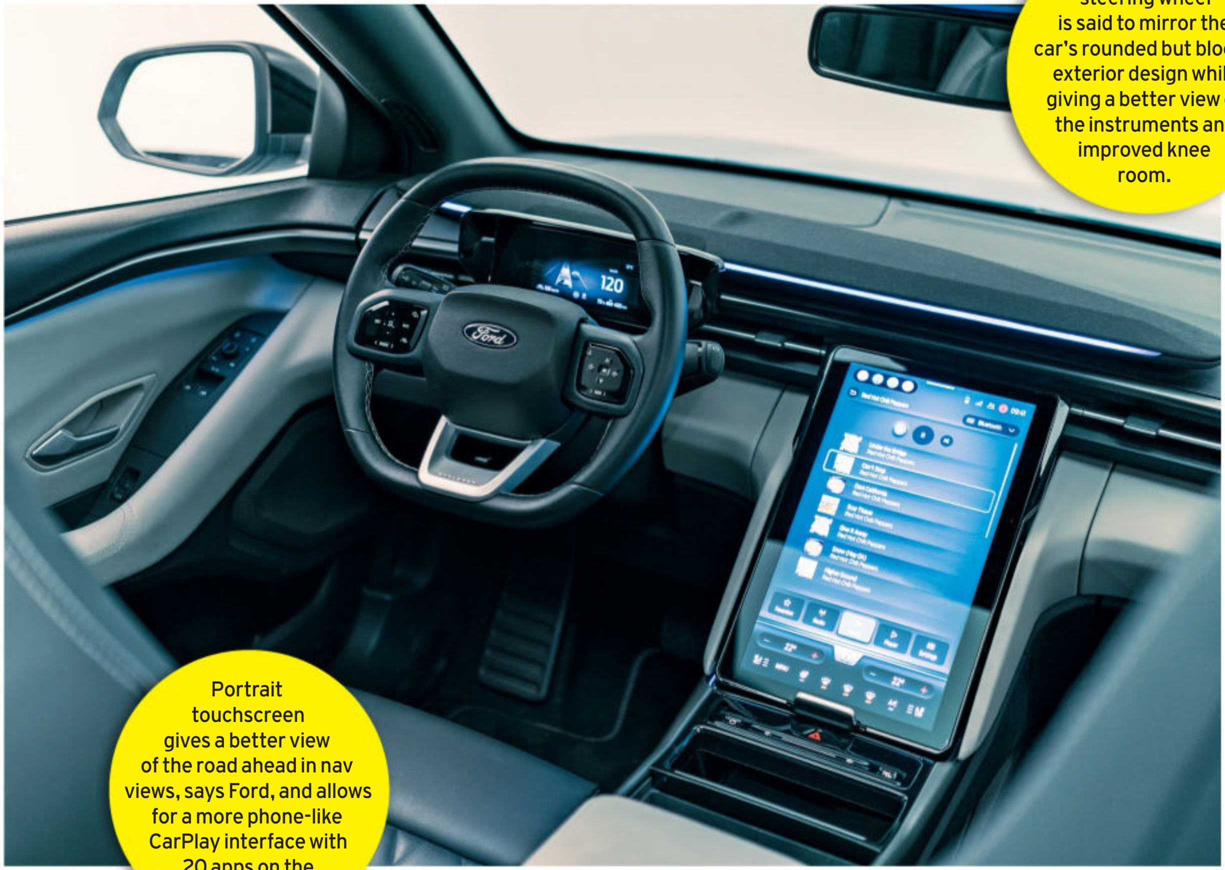
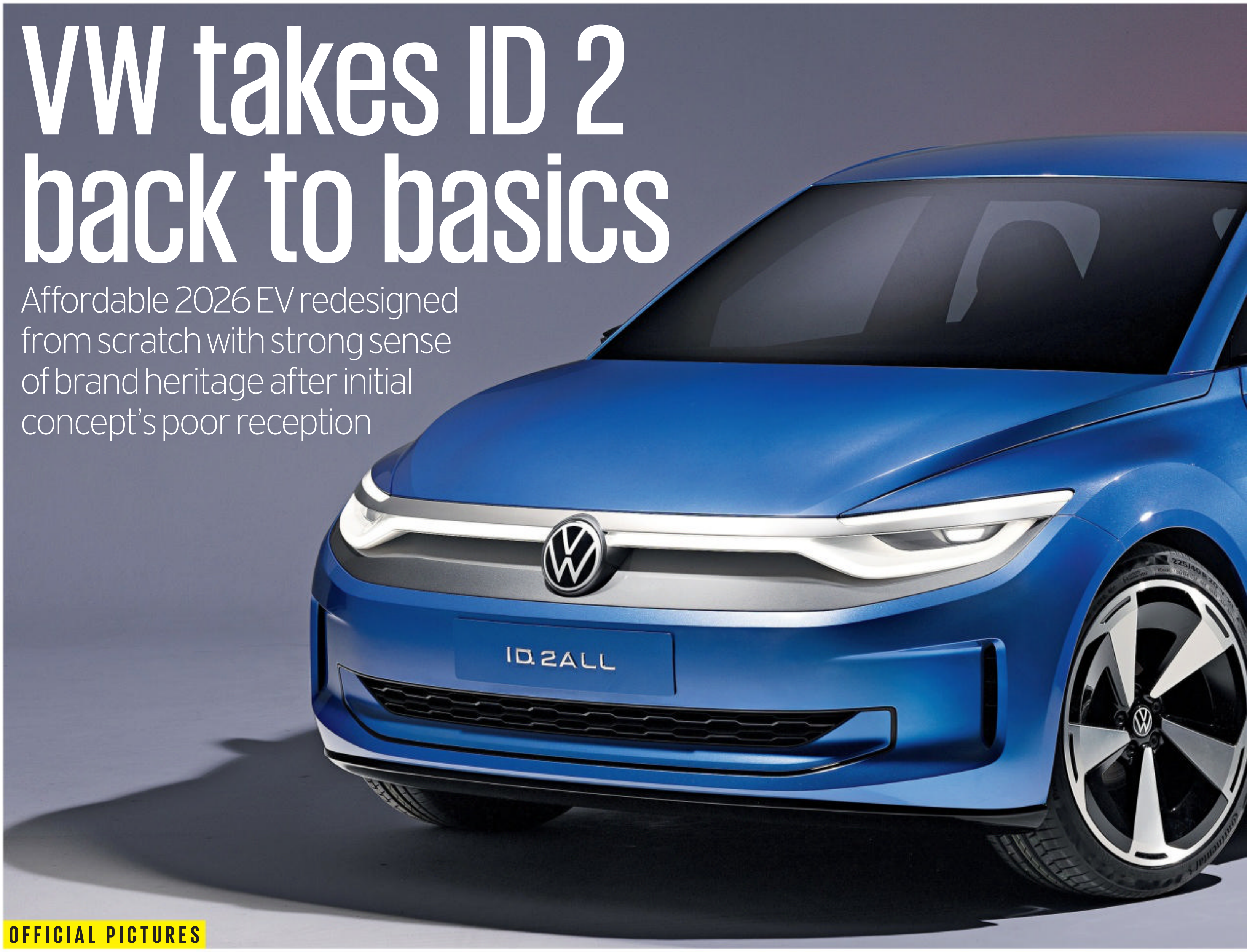


'Squircle' steering wheel is said to mirror the car's rounded but blocky exterior design while giving a better view of the instruments and improved knee room.

Portrait touchscreen gives a better view of the road ahead in nav views, says Ford, and allows for a more phone-like CarPlay interface with 20 apps on the home screen.

VW takes ID 2 back to basics

Affordable 2026 EV redesigned from scratch with strong sense of brand heritage after initial concept's poor reception



OFFICIAL PICTURES

The new Volkswagen ID 2all concept previews a sub-£22,000 electric car set to go on sale in 2026 and showcases a major brand revamp that draws inspiration from Wolfsburg's rich heritage and is intended to make it "shine again".

The ID 2all features styling closer to the current Polo and Golf than the ID line-up of EVs – a design language that will now be applied to all future models.

This is part of a major refresh led by Volkswagen boss Thomas Schäfer to make it a "love brand" again.

Key to that is making a mass-market "affordable" EV that will be "as spacious as a Golf and as inexpensive as a Polo".

When it goes on sale in 2026, the Peugeot e-208 rival will be one of the first EVs to use the Volkswagen Group's long-awaited MEB Entry platform.

It will be joined by a new Volkswagen electric compact crossover, which will feature more rugged styling inspired by today's T-Cross and T-Roc.

Volkswagen previously revealed an ID Life crossover concept intended to preview its first model on the MEB Entry platform, but that was scrapped by Schäfer soon after he took over in July last year.

New design boss Andreas Mindt led the fresh design of the concept, which remarkably took just six weeks.

Mindt joined from Bentley but had previously worked for Volkswagen, leading the exterior styling of the Mk7 Golf.

At 4050mm long, the ID 2all is slightly shorter than today's Polo, although its 2600mm wheelbase is significantly longer, allowing for far greater interior space. The dimensions of the car were effectively fixed by the platform and Mindt had to work around them.

Unlike the rear-wheel-drive MEB platform used for the ID 3, the MEB Entry features a front-mounted 223bhp motor.

The decision to place the motor at the front was to free up space at the back, allowing for a 490-litre boot.

There will be a choice of 38kWh and 56kWh batteries, each using different cell

WORK CONTINUES ON CHEAPER ID 1

Volkswagen is aiming to launch an even cheaper, sub-£17,000 EV by 2027, although boss Thomas Schäfer has admitted that this is a huge challenge.

The ID 1 is likely to use a new platform that's currently in development, with input from both Volkswagen and Skoda.

Schäfer said that offering a model "affordable at the entry level" was "almost an obligation" for Volkswagen.

The ID 2 will offer a 38kWh battery using cost-effective lithium-iron-phosphate cell technology, which is likely to also be applied to the ID 1.

Key will be the economies of scale set to be unlocked by the VW Group's move to unified battery cell tech.

Schäfer said that it was "debatable" if the new car would be named the ID 1 and didn't rule out it potentially being badged the ID Polo.

Polo buyers will be a target

HOORAY FOR BORING

JAMES ATTWOOD

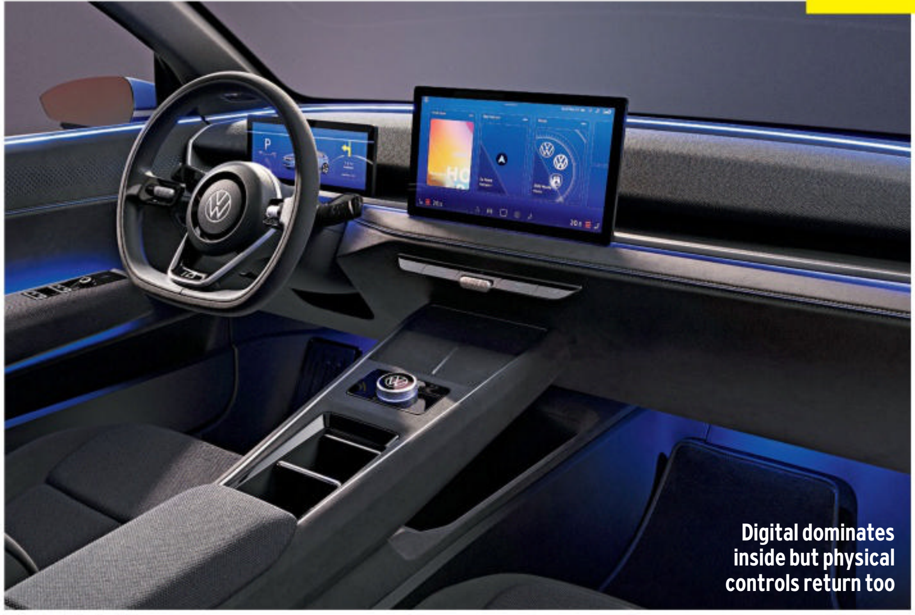
Can something that's safe and boring also be radical? The new ID 2all looks exactly like you would expect a VW to look – which, confusingly, is wholly unexpected.

In the electric era, VW has often seemed like it's trying to escape its rich heritage. It opted against using classic names for its bespoke EVs, preferring the new ID sub-brand, and gave those models their own distinct, EV-focused styling.

And they have been fine. They just haven't been very... VW. And with such a rich heritage, that's a waste.

So the ID 2all doesn't look particularly revolutionary, or futuristic, or even electric – it looks like a VW. And for a Polo or Golf driver who loves their car but wants to switch to an EV, that's great news.

ID 2all is regular hatch, rather than crossover as before



Digital dominates inside but physical controls return too

Concept draws on design cues from various classic VWs

ID.2ALL
VOLKSWAGEN

technologies. The car offers a range of up to 280 miles with the larger pack, although the entry-level £22,000 model will feature the smaller one.

The ID 2all will be able to complete a 10-80% charge in around 20 minutes, handling rates of up to 120kW.

It has a top speed of 99mph and a 0-62mph sprint time of less than 7.0sec.

The ID 2all features design elements inspired by classic Volkswagen models including the Beetle and Scirocco, along with C-pillars intended to evoke the Mk1 Golf.

Mindt also said he designed the front end to look friendly.

The interior's focus is on offering maximum space and plenty of practicality.

The dashboard is dominated by a 12.9in infotainment screen and a 10.9in digital cockpit. Volkswagen also highlighted that the infotainment will offer a "classic volume control" – an acknowledgement of the much-criticised 'sliders' on previous ID EVs and the Mk8 Golf. There's also a thumb wheel controller and illuminated buttons for other key functions.

The production version of the ID 2all will be shown in 2025 before entering production in Spain, alongside closely related Cupra and Skoda models.

It will be one of 10 EVs that Volkswagen will launch by 2026, also including the facelifted ID 3, the long-wheelbase ID Buzz and the ID 7 saloon, which will all arrive this year.

JAMES ATTWOOD

ID 2 WON'T INHERIT GOLF NAME

Volkswagen will offer electric versions of the Golf and Tiguan in the future – but will only use the names for models that live up to their ICE predecessors.

Boss Thomas Schäfer has put a renewed focus on embracing the brand's rich heritage, including some of its storied badges.

"Our heritage is related to great, iconic models that we can transport into the future," he said.

Schäfer confirmed that the production version of the new ID 2all wouldn't be branded the ID Golf, as was recently rumoured, adding: "We want to reserve our iconic names for the true successor of it. If you make a Golf, it had better be a Golf. You know, proper."

Golf will persist in EV age

Q&A ANDREAS MINDT, HEAD OF DESIGN, VOLKSWAGEN

You designed this in just six weeks. Did you have an idea of what an entry-level VW would look like beforehand?

"Always. I worked before for Volkswagen, so I always had something in my mind. An affordable car like this needs to be a Volkswagen – a true, proper Volkswagen."

How do you work in classic elements without doing a retro design?

"You need to keep it fresh. You can take elements from classic cars, but you need to be progressive and modern. When people buy furniture, they don't want grandma-style furniture, they want modern furniture."

How closely related will the SUV on this platform be in terms of design?

"It will have the same values but not the same pieces. You need to have the same values and then you're free. There are different rules for SUVs."

You've cited inspiration from the Beetle, Golf and Scirocco. Any other crazy references in there?

"There's a connection line from the bonnet into the beltline that stretches the car. That's something I was using on the Bentley Batur. Look at the Batur: that kind of elegance is here as well."

BMW i5 Touring in UK next spring

Electric executive estate will join the i5 saloon and new Touring combustion models in 2024

The much-touted BMW i5 Touring will arrive in spring next year as the first all-electric executive estate on the market. The EV was confirmed for production by BMW chairman Oliver Zipse during the car maker's annual conference last week.

"This is our unique selling point in this segment," said Zipse. Before it arrives, its BMW 5 Series and i5 saloon siblings will be launched in October this year, with European, Korean and US markets taking deliveries first.

Along with the i5 Touring's pure-electric powertrain, the 5 Series estate, like the saloon, will be available with petrol, diesel and plug-in hybrid options – the PHEV destined for both bodystyles later in 2024.

The saloon will also get an electric M Performance variant in the vein of the i4 M50, Zipse told reporters. That also raises the prospect of a hotter Touring version, although such a model hasn't been confirmed.

"The all-electric BMW i4 M50 shows how BMW blends dynamic performance and electric mobility to perfection," said Zipse. "It was the best-selling BMW M model worldwide in 2022. A fully electric Performance model from BMW M will also be included in the new BMW 5 Series sedan [saloon] line-up."

More details will be released before the car's debut ("still a few months away") but the new Touring is expected to be available with at least a similar level of practicality to the current model's.

Although BMW did not comment on boot space, the new estate is expected to improve slightly on the existing car's 560 litres (with the seats raised) in a bid to close some of the gap to the 640 litres offered by the Mercedes E-Class Estate.

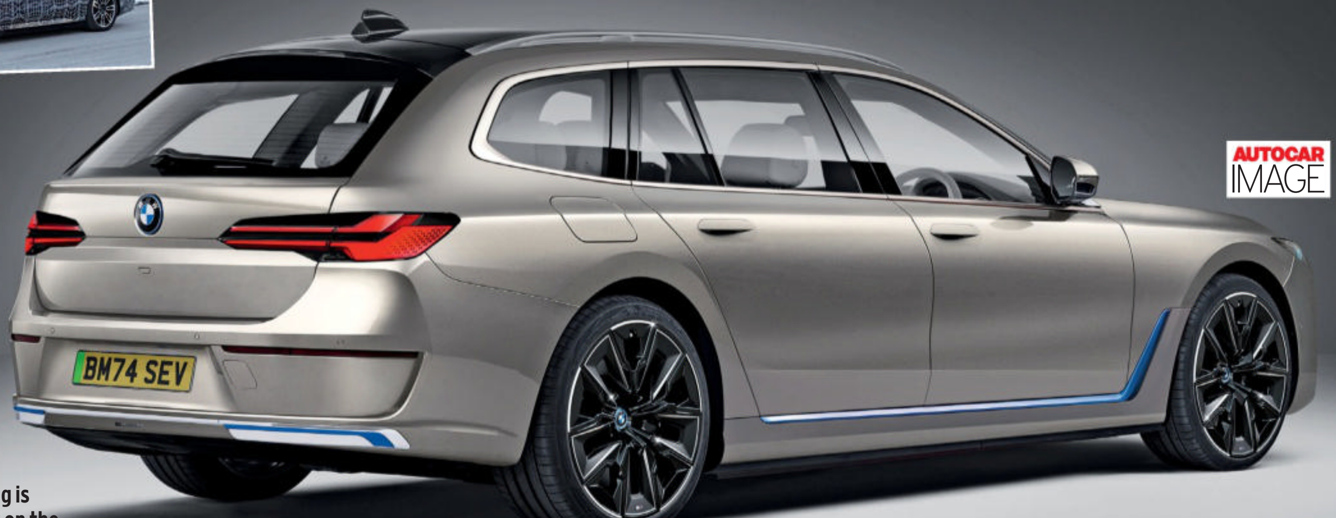
BMW has still to confirm if the 5 Series Touring will share its underpinnings with other models. However, the current car shares the same CLAR architecture as the new BMW 4 Series (and electric i4), so its larger sibling could offer a similar powertrain line-up if it uses the same platform.

As such, the standard i5 Touring could be offered in rear- and four-wheel-drive guises with outputs ranging from 335bhp to 536bhp, which would essentially create an all-electric M5 Touring.

The i4 uses an 80.7kWh battery pack that charges at up to 210kW and its maximum official range is between 255 and 367 miles. Similar could be achieved by the i5.

The new 5 Series will get a refreshed design, with recent spy shots revealing sleeker headlights and smaller kidney grilles. Blanked-off grilles will be fitted to i5 models.

WILL RIMELL



New i5 Touring is likely to draw on the i4's tech make-up

X2 AND iX2 SET FOR 2023 DEBUT

BMW has confirmed the X2 will be launched at the end of 2023 and arrive with an electric iX2 variant.

As with today's car, the new X2 will be based on the highly popular X1 – with which it will share a production line and therefore FAAR platform – but seemingly with a radical design rethink aimed at bringing it into line with BMW's larger coupé-roofed SUVs, the X4 and X6.

BMW SLASHES DIESEL RANGE IN UK

BMW has dramatically culled its line-up of diesel cars in the UK as a result of insufficient demand. Certain diesel variants of the 1 Series, 2 Series Coupé, 5 Series and X2 have been removed from sale, together with all diesel variants of the 4 Series.

Specifically, the axed models are the 118d, 120d xDrive, 220d Coupé, 420d, 430d, M440d, 520d xDrive, 530d xDrive and all X2 diesels.

The most popular of the culled diesel models was the 118d. It accounted for 1326 UK sales in 2021 but this fell to just 505 last year.

BMW's changes reflect a wider drop in demand for diesel models. UK sales of new diesel cars fell by 14.6% (to 3348) in February 2023 compared with the same month last year, according to data from the Society of Motor Manufacturers and Traders.

GLOVER BECOMES JAGUAR'S NEW MD

Jaguar has named Rawdon Glover as its new managing director ahead of its electric relaunch in 2025. He succeeds Philip Koehn, who has led the business since 2019 but was named MD only a few weeks ago. Koehn will stay with the company.

FINAL DEBT OF BRITISHVOLT REVEALED

Britishvolt owed its debtors between £130 million and £160m when it went bankrupt, a new filing by administrator EY has revealed. The battery firm, recently sold to Australia's Recharge Industries for £8.6m, had just £1.8m left when it went bust.

Cayenne EV will be sold alongside ICE and PHEV versions

It's official: Porsche will launch an electric Cayenne in 2026

PORSCHE HAS CONFIRMED plans for an electric version of the Cayenne as it shifts towards ramping up the number of EVs it sells.

Expected to be launched in 2026, with UK sales beginning in 2027, the EV will arrive two years after the delayed electric Porsche Macan and a year before the marque's new K1 range-topping crossover.

It is the first time that Porsche has officially recognised plans to provide a pure-electric driveline option for its best-selling model, which recorded 95,604 sales in 2022 - 30% of Porsche's overall total.

"The fourth generation of the [Cayenne] SUV will underline Porsche's goal of delivering more than 80% of its new vehicles as electric models in 2030," said Porsche.

As with the electric Macan, which the German car maker said "has reached the home straight and will be available to customers in 2024", the electric Cayenne is planned to be sold alongside facelifted internal-combustion-engine and plug-in hybrid versions.

The firm said the upcoming facelift is "one of the most comprehensive upgrades in the history of Porsche". Developments for the 2023 model include updates to the plug-in hybrid drivetrains, all of which are said to provide greater electric ranges.

PORSCHE CHASES PROFITS

Porsche will impose "significant price increases" on its models in the middle of the year as it seeks to keep profits high, the company's chief financial officer said.

The VW-owned company also said it will price future electric versions of the Macan, 718 Boxster and Cayenne 10-15% higher than internal-combustion-engined versions, which will remain on sale.

Porsche's sports car range currently starts at £47,700 for the 718, while its cheapest four-door is the entry-level Macan, which opens at £50,800 in the UK.

Porsche EVs, including Macan, will have a 10-15% premium

MORE ELECTRIC PORSCHES ON THE WAY

718 Boxster/Cayman
Upcoming electrified versions of the popular 718 Boxster and 718 Cayman will be sold initially alongside the current petrol models when they arrive "in the middle of the decade". They will then be exclusively offered as EVs "in the medium term".

SPY SHOT

Electric 718 sports cars due "middle of the decade"

K1 flagship crossover
A new EV, due in 2028, will be based on the upcoming SSP Sport platform, Porsche has confirmed, and "offer strong performance and automated driving functions" as well as "a completely new experience inside the vehicle". The K1 will have a 911-like coupé shape.

Electric K1 will top the Porsche line-up from 2026

ZENVO'S V12 HYBRID NUDGES 250MPH

Danish sports car firm Zenvo has revealed details of its V12-powered hybrid hypercar. It will feature a bespoke gearbox, more than 1000bhp and a top speed of close to 250mph. Limited to 100 units, it will replace the 1177bhp TSR-S (pictured).

SWANSONG SPECIAL FOR MINI CLUBMAN

The Mini Clubman will bow out with a £37,000 limited-run Final Edition before the brand's reimagined line-up is launched next year. The car will get special decals and numbered badging. Just 200 examples will be sold in the UK.

Is Tesla's growth plan viable?

We look at Tesla's chances of going from 1.31 million cars last year to 20m by 2030

Tesla will fail to meet its target of delivering 20 million cars per year by 2030 unless it imminently introduces new models to bring more customers to the brand, a leading analytics firm has told Autocar.

During its 1 March Investor Day, labelled by some as disappointing for its lack of a new car reveal, CEO Elon Musk instead showcased new, highly efficient working processes that will drive down the cost of future vehicles and allow the US firm to grow its output.

But for the four-model car maker to go from 1.31m deliveries last year to almost 19 times that in only seven years, more than just new production processes are needed, according to the analyst arm of banking firm Bernstein.

Toyota, the world's biggest car company, for example, last year sold just over 10m and it has a global reach stretching into nearly all markets, some of which it dominates entirely.

Currently, Tesla relies on its Model Y and Model 3 (1.25m) for the bulk of its sales - and that is expected to lessen, given their age, reckons Daniel Roeska, Bernstein's lead automotive analyst.

"EV models have generally struggled to increase volume beyond the third or fourth year of introduction," he said. "We struggle to see how Tesla can meet consensus expectations of 2.4m-2.5m [in 2024] without a new model." Bernstein predicts the firm will hit 1.9m sales in 2023.

Tesla has already pressed the nuclear option to stimulate sales by cutting prices by as much as £8000 on the Model Y and Model 3. The firm reckons it can do this without harming its impressive profits because the cars are cheaper to build.

At Investor Day, chief financial officer Zach Kirkhorn revealed that Tesla had taken 30% of the cost out of building the Model 3 since 2018. "Cost reduction is deeply ingrained in our culture," he said.

Tesla is now building cars from four global assembly plants and will add a fifth in Mexico. More will have to be built to fulfil Musk's goal. But with more production capability comes more pressure to sell.

Its Berlin plant recently celebrated hitting 4000 Model Ys a week. But because plants are at their most efficient, and cost per vehicle is at its cheapest, when they are running as close to full capacity as makes sense, the pressure to sell becomes intense, which leads to spiralling price cuts.

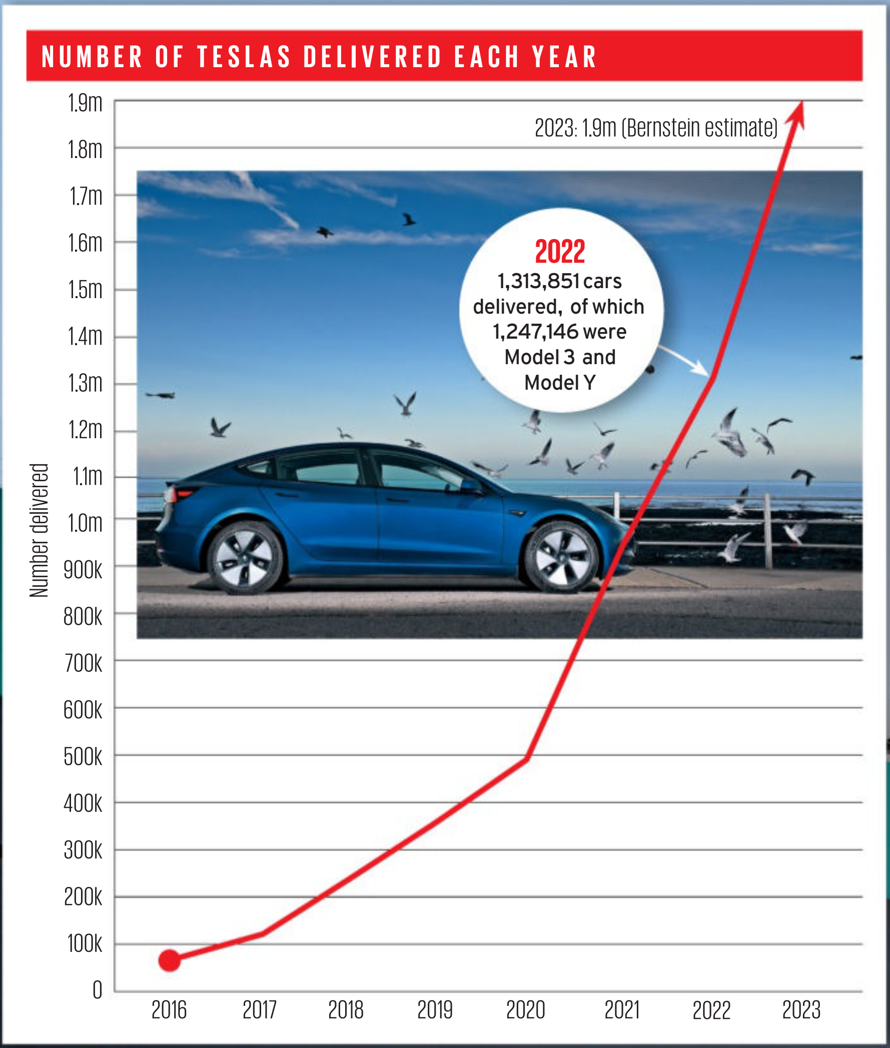
In China, Tesla aimed to run its Shanghai plant at 20,000 a week in the first quarter after enacting price cuts, but weekly data seen by Reuters shows that demand for the Model 3 and Model Y there is slowing.

Tesla's cost-cutting is reminiscent of "old-school" car makers, Renault CEO Luca de Meo said on his company's recent earnings call. "Probably they entered into a loop, because they have a lot of production capacity," he said. "We did it ourselves with combustion cars until a few years ago. We killed our business to push."

The Renault-Nissan Alliance under former CEO Carlos Ghosn is probably the classic recent example of how growth-led expansion can kill profits if it's not matched by customer demand.

However, at Investor Day, Musk was dismissive of any lull in demand for his company's cars. "The desire to own a Tesla is extremely high," he said. "The limiting factor is being able to pay for it."

Tesla's intense search for economies of scale has led to a ruthless trimming of variety. It restricts options - except those that can be added via software updates - to speed up manufacturing and will digitally interrogate its cars to see how much those it does offer are being used. An opening sunroof



NUMBER OF TESLAS DELIVERED EACH YEAR

2023: 1.9m (Bernstein estimate)

2022
1,313,851 cars delivered, of which 1,247,146 were Model 3 and Model Y

GETTY IMAGES

was deleted because of this, said Tesla.

This aversion to variety, which strongly recalls Henry Ford and his quip about offering any colour so long as it's black, extends to models as well as options. Musk said Tesla can hit 20m with just 10 models. "The number seems low," said Roeska.

The trouble is that one or two sizes rarely fits all. "It'll be very hard to launch a product and try to sell it globally in the next three to five years," said one executive at a Chinese car maker competing with Tesla.

However, Tesla is diversifying. The "next-gen" Tesla is "not just one vehicle but multiple", said Lars Moravy, head of vehicle engineering, indicating that the car maker is creating a scalable platform along the lines of Volkswagen's MEB. There's also the Cybertruck arriving this year, a niche vehicle largely confined to the US in terms of demand. The Roadster is another niche car somewhere in the plan.

The firm's long-hinted-at push into smaller segments, which could be enabled by the next-gen platform, would give it access to a wider pool of buyers, though. Tesla's average selling price last year was $53,000 (£44,000), so there is a room to go lower.

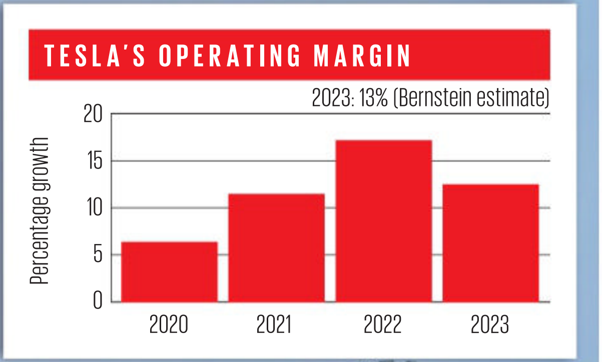
Its production innovations and partnership with China's CATL on cheaper lithium-iron-phosphate batteries could even allow it to make next-gen cars with a decent range and size while undercutting smaller EV rivals on price, achieving more global appeal.

The target with Tesla's next car is to build it 50% cheaper than the current Model 3/Y, said Kirkhorn – something the firm believes it can achieve.

Even so, 20m is a lot of cars. Tesla is fighting against an increasingly fractured global car market where best-sellers stretch from pick-ups to city cars, depending on country, but one rule still applies: the newer the car, the bigger the consumer pull. As rivals strive to catch the current runaway global leader on electric sales, Tesla's advantages will become fewer and fewer.

NICK GIBBS

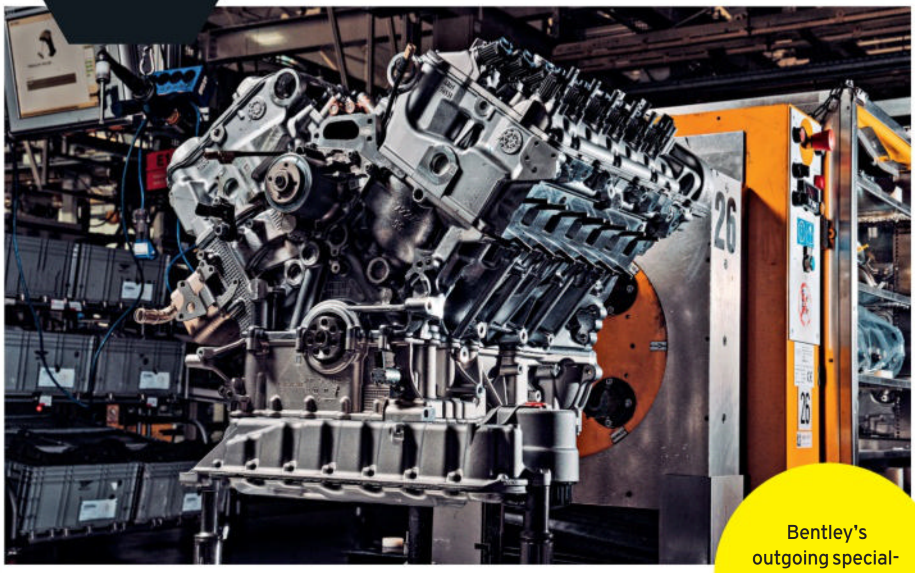
TESLA'S OPERATING MARGIN



Tesla's Model Y and Model 3 sell well but have limited shelf life

UNDER THE SKIN
JESSE CROSSE

WHAT BENTLEY'S MASTERPIECE W12 OWES TO VOLKSWAGEN'S VR6



Bentley's outgoing special-edition W12 consumes a tonne of air per hour at full chat.

THE NEWS THAT Bentley is discontinuing production of the unique W12 engine is inevitable. Bentleys will be fully electrified from the start of the next decade and, like it or not, the days of 6.0-litre 12-cylinder petrol engines have been numbered for some time. The W12 is something of a masterpiece, though. For such a niche machine launched more than two decades ago in the Volkswagen W12 concept car, a final production figure of 105,000 units for the Bentley version in production for exactly two decades isn't bad going.

The W12's name is a bit of a stretch in that it implies four banks of three cylinders, rather than two banks of six. In fact, its design draws on the Volkswagen VR6 engine launched in 1991, which is equally if not more ingenious in its configuration. An engine's cylinders are almost always arranged in a straight line, which is fine unless space in the engine bay is at a premium.

That's the case in transverse applications, which is why most six-cylinder front-wheel-drive cars are fitted with vee-configuration engines. V6 engines normally have two cylinder banks with three cylinders in each. The most common angle between the cylinder banks is 60deg and there are two cylinder heads, up to eight camshafts and two exhaust manifolds. The inlets would normally be in the centre of the vee sharing a common throttle body.

As with anything, the typical V6 is a trade-off. The engine is a lot shorter than an inline six, which benefits longitudinal configurations as well as transverse, but it's wider. It also lacks the natural perfect balance of a straight six and packaging the exhaust is more complex than for any inline engine.

The Volkswagen VR6 is a cross between a straight six and a V6, gaining some of the size advantages of the straight six with none of the downsides. It has one cylinder block but instead of the cylinders being arranged on one centre line, they sit alternately on two parallel centre lines in a staggered fashion, allowing them to be slightly overlapped. As a result, the engine is shorter than a straight six and narrower than a V6. It also has one cylinder head and one exhaust manifold instead of two, and it retains the firing order of a conventional straight six.

With that in mind, it's easy to picture what the W12 looks like with one 'proper' vee and a pair of sort-of vees, and it's wonderfully compact into the bargain. Each bank has its six cylinders arranged in a 15deg staggered formation and then the two banks are inclined at 72deg. The cunning VR6 legacy makes the engine 24% shorter than it would have been had there been conventional cylinder arrays.

Destined for the Batur, the W12's swansong will be a mere 18-off, uprated examples producing 739bhp and 737lb ft thanks mainly to reworked induction systems, a new turbocharger compressor design, larger intercoolers rejecting 35% more heat from the compressed intake air, and revised engine calibration.

FANCY THIS IN YOUR EV?

It's literally rocket science. This tiny, super-advanced electric motor was designed as a fuel pump for Australian firm Gilmour Space Technologies' Eris rocket programme by UK firm Equipmake, better known for its vehicle electric drive motors and inverters. The HPM-400 can produce a staggering 536bhp and 184lb ft, yet the entire system, including silicon-carbide inverter, weighs just 40kg. It bodes well for the future of EV drive systems.

Spider matches Roma coupé at front; apes Portofino M at rear

OFFICIAL PICTURES

Ferrari unleashes soft-top Roma

Convertible said to equal dynamics and performance of 612bhp V8 Roma coupé

Ferrari has revealed a convertible variant of the Roma as its first car with a soft top since the F430 Spider was retired in 2010.

Arriving as Maranello's new entry-level convertible, the Roma Spider has been extensively reworked at the rear, taking inspiration from the Portofino M that it replaces. It uses the same underpinnings as the Roma coupé but with added rigidity measures, due to the loss of the roof.

The Spider weighs 84kg more than the 1570kg coupé, owing to the addition of the roof-retraction mechanism, wind deflector and integrated headrests for the rear seats.

Its headline addition is the soft top itself. Breaking a decade-long trend of folding-hard-top convertibles, the Roma Spider is Ferrari's first front-engined soft-top since the 365 GTS4 of 1969.

The roof is made from a five-layered bespoke fabric, offers similar sound insulation to the coupé's tin top while saving on weight and can be opened in 13.5sec at road speeds of up to 37mph.

The 255 litres of boot space is not believed to be severely compromised by the roof when it is stowed, although Ferrari has yet to reveal further details.

Wind buffeting is negated by a new, patented deflector that is integrated into the rear bench. This can be raised at road speeds of up to 106mph.

The Roma Spider's interior is identical to that of the coupé, with an 8.4in infotainment display set between two cockpit-style areas.

Power is sent by a 612bhp 3.9-litre twin-turbocharged V8 engine (the same as used in the coupé) to the rear axle through an eight-speed dual-clutch automatic gearbox.

Extensive aerodynamic modifications, such as an

Electric A3 one of 20 new Audis by 2025

RS75 TRN
e-tron
AUTOCAR IMAGE

New Audi cohort will follow design lead of Q4 E-tron

AUDI WILL INTRODUCE an entry-level EV similar in size to today's A3 in the middle of this decade as the firm steps up its electrification push.

The new model, confirmed to Autocar by Audi's chief technical officer, Oliver Hoffmann, is part of a plan to get an EV into each "core" market sector by 2027.

Audi will launch 20 new cars by 2025, half of them electric, and from 2026 will roll out new EVs only worldwide.

This push will start with the Q6 E-tron, an SUV confirmed to be arriving at the end of this year and the first EV to use the versatile PPE platform created by Audi and Porsche.

Speaking at Audi's annual

active spoiler and a curved roofline, combat the added drag and enable the Spider to match the coupé's 0-62mph sprint time of 3.4sec and top speed of 199mph.

Pricing has yet to be announced for the Spider, but it is expected to command a premium over the coupé, which retails at more than £170,000.

Extensive personalisation options, including bespoke colours and fabrics for the roof, are expected to raise the Spider's price even further.

First deliveries of right-hand-drive cars are planned for the start of 2024.

WILL RIMELL

Return to fabric roof saves weight and complication

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conference, CEO Markus Duesmann said the firm was "on the verge of the biggest product initiative in our history".

The electric replacement for the A3 is expected to use the Volkswagen Group's new skateboard-style Scalable Systems Platform (SSP) – the same structure that is set to be introduced on the Volkswagen ID 4 saloon currently being developed under the working title Project Trinity – and offer a maximum range of more than 400 miles.

"We communicate today that we will offer an A-segment car under the Q4 [E-tron]. [It will be] comparable to the A3," said Hoffmann before the annual conference.

He didn't confirm if the car would carry forward the A3 name, but it will be a natural replacement for the combustion-engined hatchback, given that Audi will launch only EVs from 2026.

SPY SHOT

Electric-only Q6 uses new platform to rival Mercedes EQE SUV

Jim Holder

INSIDE INFORMATION

Tesla claims this 5m-long saloon can do 60mph in 1.99sec

THE CAR INDUSTRY has scored plenty of own goals over the years, but it's hard to fathom why it's so comfortable with the idea of pleading forgiveness rather than seeking permission when it comes to electric cars' acceleration times.

For context, the Mk1 Ford Focus RS took 6.4sec to race from 0-60mph, the Mk2 5.9sec and the Mk3 4.7sec. They were each era-defining hot hatchbacks, and while their legendary status is down to far more than their straight-line pace, I can't recall anyone arguing that any of them was too slow in a drag race. Yet today the industry is awash with family SUVs (and occasionally hatches) that will comfortably match or beat those numbers.

This list is by no means exhaustive, but standouts include the Volkswagen ID 4 (6.2sec), Mercedes-Benz EQA (6.0sec), Hyundai Ioniq 5 (5.1sec), Volvo C40 Recharge (4.7sec), Polestar 2 (4.4sec) and Ford Mustang Mach-E (3.7sec).

Yes, many of these are also halo cars designed to bring some 'wow' to the range, but whereas launching a Focus RS was a landmark moment, EV launches seem two a penny – and almost all, when it comes to the tricky follow-up act of scrubbing off any momentum, with the slightly reckless drawbacks of being significantly heavier than their ICE forebears and running on low-rolling-resistance tyres (albeit hopefully better braked).

Nor are the examples I've highlighted the end of the arms race. A Formula 1 racer takes around 2.5sec to get from 0-60mph – a pace the Tesla Model X Plaid can match and the Tesla Model S Plaid can comfortably beat (1.99sec).

Obviously there's a vast gap in cornering potential, but what valid justification could there be for a five-seat (or even seven-seat) road car to be so fast?

It feeds the cult of followers who obsess about such things, of course, but if you stop and reflect on the implications of it, who wouldn't conclude that a family holdall that's faster than Lewis Hamilton off the start line has gone a bit too far?

I appreciate the irony of an Autocar journalist writing this – especially one who has put plenty of fast cars in the headlines.

Only a few years ago, when EVs were relatively new, it tickled me when a dealership bigwig wearily told me how he had to insist that every test drive began in a wide open area, such was the rate that would-be buyers were accelerating into solid objects, but no more.

The instant torque of an EV is alluring, but uncapped and unleashed there's too much potential available too easily. I remain beguiled by car makers pushing the boundaries of our comprehension, but unless our driving talent is collectively improved at the same rate as the pace of the cars, the disconnect is too obvious to be allowed to run unchecked.

Annual car and taxi mileage declined by 25% from 2019 to 2020, according to the Department for Transport. Mileage rose in 2021, but only by 12%.

Tyre cracking spike caused by Covid

Rise in tyre-related MOT test failures blamed on long static periods during lockdowns

A significant surge in the number of cracked tyres being reported – some with potentially dangerous faults – has been blamed on the pandemic.

Modern tyres contain waxes and chemicals to protect them from the damaging effects of ultraviolet light and extremes of temperature, and as a vehicle is driven, these substances migrate to the tyre's surface to keep the rubber supple.

However, with the outbreak of Covid in early 2020 and the ban on all but essential travel that followed it, vehicles were parked up en masse, often for several weeks.

With these vehicles being left unused, the protective chemicals in their tyres' sidewalls were no longer replenished, leaving them vulnerable.

Jump forward 18 months and today vehicle owners and garages are reporting an increase in cracked and damaged tyres.

Much of the evidence is anecdotal, but garage chain Kwik Fit is one major company that has figures to back up its claim that tyres are suffering the after-effects of Covid.

A spokesman told Autocar: "During the pandemic, we saw the number of tyres showing signs of sidewall cracking increase significantly.

Tyres need frequent use to stay healthy

"Compared with 2018, the proportion of tyres we inspected in 2021 showing premature cracking rose by more than 50% and in 2022 spiked to nearly double the 2018 figure.

"As premature cracking on mounted tyres is typically a result of underuse, it would seem that the pandemic has been a factor, with many cars being used very little, if at all, for months on end."

MOT test results analysed by the RAC appear to support Kwik Fit's claim. While the main causes of test failures have remained consistent over many years, the proportion of tyre failures reported in the 12 months to March rose slightly from 10% in 2018-19 to 12% in 2021-22.

Autocar contacted MOT testers for their experience of cracked tyres. One, employed by Motest, a major garage group in the south-east of England, said he had in recent months issued many more advisory notices concerning cracked tyres than usual.

The issue was brought to Autocar's attention by reader Allan Parker, who reported premature cracking of the tyres he had fitted to his Alfa Romeo Giulietta four years ago.

"I bought the Alfa in October 2018 with 34,000 miles on the clock and the following month had Pirelli P7 tyres fitted to it," said Parker. "In October 2021, when my car went for the MOT test with a mileage of 45,326, it received an advisory: "All four tyres slightly damaged, cracking or perishing."

"In October 2022 it went for its next MOT test with a mileage of 48,965 when it received the same advisory. The cracking and perishing was on the tyre walls and near the edge of the tread. During Covid, the car was stood a lot but did some mileage."

However, as peak Covid fades into our memories, so too might cracking tyres.

According to Kwik Fit, as normal motoring patterns are re-established, the incidence of tyre cracking is declining – although it said levels are higher than they were before the pandemic.

Its spokesman said: "We advise all drivers who weren't using their cars frequently over the past couple of years to have a close check of their tyres. Not just the tread but the sidewall condition, too."

JOHN EVANS

Fuel duty frozen, pothole fund raised

THE UK GOVERNMENT has frozen the 5p cut to fuel duty that it introduced last year, which it is claimed could save motorists £100 a year.

Announced by chancellor Jeremy Hunt as part of his 2023 spring budget, the move will keep fuel duty at 52.95p per litre for an additional 12 months.

Hunt said that he made the decision after hearing what impact the government's planned 11p duty rise would have had on motorists.

Key players in the automotive industry, including the RAC and the AA, said that this freeze would "help millions of drivers".

Hunt also announced an additional £200 million towards repairing potholes on UK roads. This increases the total fund for fixing the nationwide scourge to £700m.

High price of fuel is contributing to cost of living crisis

INDUSTRY FRONT LINE

AUTOCAR BUSINESS

This week's biggest stories on autocar.co.uk/autocar-business

CAN ANY EV START-UP EMULATE TESLA?

Tesla brought about the popularisation of the EV and with it a flood of start-ups promising mammoth profits to potential investors. But now the financial climate is changing and backers are retreating. For example, Ford recently cut its stake in Rivian (which was valued as high as £82.2 billion) from 11% to just 1%, taking a £6.1bn hit in the process.

SAAB'S FORMER HOME FINALLY FALLS SILENT

Saab's former home in Trollhättan, Sweden, has been put into "hibernation" as owner National Electric Vehicle Sweden scrambles to avoid bankruptcy. Of the 340 workers, all but 20 will be laid off. NEVS said it has begun negotiations with appropriate labour unions to provide those affected support and legal advice.

PRESSURE GROWING ON EU TO SUBSIDISE GREEN TRANSITION

Pressure on the European Union to respond to the US's vast Inflation Reduction Act subsidy package for green technology, including EVs and battery factories, is increasing as the Volkswagen Group has reportedly paused plans to build a new cell plant in eastern Europe.

Matt Prior

TESTER'S NOTES

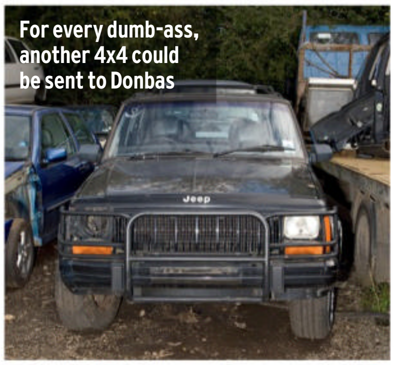
Back by popular demand: petrol and diesel Berlingos

It's possible – tempting, even – to read too much into the news that the ICE Citroën Berlingo is back on sale just over a year after it was pulled in favour of the electric ë-Berlingo.

Another hint of backlash against the EV revolution? A shout joining the chorus of those who want EU law to allow for alternative ways to zero tailpipe emissions? Or just, as the tech bros will say, an example of boomers failing to get with the programme? Probably a hint of the first and second and not so much of the third, for me. Not hugely significant on its own but of interest and worth remembering – a momentary ripple on the glidepath towards electrification.

One point worth remembering: for some people, convenience looks like filling up this windowed-and-seated van every few weeks rather than plugging it in every night. And another: most people know how to run their lives and are quite capable of seeing what different types of motoring look like and cost, better than being dictated how to see it.

> "Another hint of backlash against the revolution? Or just boomers not getting with the programme?"



For every dumb-ass, another 4x4 could be sent to Donbas

You can order the £25,465 (diesel) and petrol (£25,590) Berlingos now, before production starts in May.

The Berlingo – with a big frontal area limiting its aerodynamic efficiency and a high chance it will do either many miles as a company-owned work wagon or not many miles as a privately owned occasional workhorse – isn't necessarily the obvious type of car to go electric.

Now, I like driving whether there are tailpipe emissions or not. But I've yakked on here before about making sure there are affordable and easy-to-use cars on the road a few years down the line. The ICE Berlingo looks like an example of precisely that, so this development is fine by me.

■ An unlikely source of help for Ukraine has emerged in Latvia, where it has been made possible for the authorities to seize cars owned by those convicted of drink driving.

Instead of sending them (the cars, not the drivers) to the crusher or selling them, the authorities are loading appropriate ones onto car transporters and sending them to Ukraine for donation to the cause.

As well as the tanks and weapons the Ukrainians so badly need, there's a shortage in places of cars to get about in. I reckon 4x4s are especially handy.

Apparently, Latvia has one of the worst drink-driving rates in Europe, an estimated 3500 cases every year, so there's plenty of stock. The BBC reports that two dozen cars a week will be handed to a charity convoy.

Now, I do know that some British organisations have ferried rugged 4x4s and pick-up trucks to Ukraine, with the dilemma that they need to be good enough to get there without trouble and last a while in poor conditions but, being paid for by donations, also in some way affordable.

So maybe this scheme is the answer. You will have seen British government adverts threatening untaxed vehicles with the crusher. We should send 'em where they're needed instead.

And why stop there? Left a new SUV in a disabled bay without a permit? Had four pints and not quite managed to get home without being pulled over? Sorry, mate, you probably should have thought about that. And now virtually every BMW X6 is finally being given a crack at behaving like the rugged vehicle it has always pretended to be.

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AUTOCAR

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Steve Cropley

MY WEEK IN CARS

GV60 is praiseworthy in every area apart from ride comfort

Defender predecessor is Cropley's latest quarry

MONDAY

My long-awaited week in Genesis's potent GV60 Sport Plus EV started today and is turning out to be every bit as absorbing as I had expected. I'm deeply impressed by its body design (it's handily shorter than its Kia and Hyundai siblings, which helps) and most of its driving factors – controls, poke, dynamics and comfort – suit me fine.

Within 10 minutes of collecting the car, I had found a convenient lay-by where I spent 30 minutes adjusting variables (lights, voices, maps, bongs, switch responses and much more) to my preferences. How you view compulsory configuration depends on your temperament. Some see it as a chore, whereas I love it, almost like a hobby. So far I've made dozens of 'first cut' adjustments, but I will be refining them all week.

However, one GV60 fault stands out: the lumpy low-speed ride. It's not terrible, but it's nevertheless a phenomenon that stretches across brands and defies explanation. Logic tells me mass should promote ride comfort, but it palpably doesn't. Why is this? Suspension experts of the world, enlighten us!

TUESDAY

The German and Italian industries' 11th-hour insistence that European legislation for post-2035 cars should allow the use of carbon-neutral synthetic liquid fuels is gathering pace. More countries joined the movement this very week. Everyone insists that they don't want to derail the mass move to EVs but neither do they want to kill a viable carbon-neutral alternative. Surely it's time for British authorities – currently rushing to judgement more quickly than anyone – to take their own look at the situation.

> “How many other facets of our lives are being so mismanaged?”

I can't decide whether to be encouraged or depressed by all this. On one hand, e-fuels provide a way for some specialist cars to keep their ICEs, plus the inspirational noises that accompany them. On the other, it seems extraordinary that such a crucial matter could have been ignored by experts who suddenly seem far too one-eyed to be making fair decisions. How many other facets of our lives are being so mismanaged?

WEDNESDAY

I've done my share of bleating about the failures of Aston Martin (disastrous losses, share price upheaval, staff turmoil, crummy adverts), but I'm as pleased as anyone to see it starting to succeed. Fernando Alonso's performance in Formula 1, a return to profitability, the continuing success of the DBX and the inspired hiring of ex-Ferrari technology boss Amedeo Felisa are starting to turn my head. Good luck to them!

AND ANOTHER THING...

Last week's Wrangler had an old-style radio antenna instead of the now popular roof-mounted shark fin, and I wondered why. I consulted a neighbour who installs hi-fis, expecting a brain-stretching technical explanation. He smirked and pointed to the roll-back roof. Of course, a shark fin wouldn't fit...

THURSDAY

By the time the man came to collect last week's Jeep Wrangler, I had come around to thinking that I had been unnecessarily hard on it. Sure, the low-speed ride isn't great, but the strength, singular styling, strong heritage and impressive cabin package are all stuff I glossed over. First, the Steering Committee (who likes Jeeps) rapped me over the knuckles. Then my co-columnist and pod jockey Matt Prior reckoned he would have one in his garage if he lived in the US. A rethink was needed. In particular, this Jeep has a brilliant control layout: clear and well-sited switches for stuff that's either on or off and knobs for whatever needs to be varied. No imprecise slide controls anywhere and everything compactly arrayed on a cliff-face fascia that you understand instantly. Apologies, Jeep lovers.

FRIDAY

Amid the blizzard of anniversaries currently showing what a tsunami of car creativity hit the UK 40-50 years ago, one birthday mustn't be forgotten. Superficially, the 110 isn't as important as some Land Rover contemporaries, but it has always struck me as the true workhorse. I'm fond of its proportions, it's the squaddies' favourite, it rides better than the 90 and in some guises it's even cheaper. I never owned one, but now I'm thinking that's a mistake.

GET IN TOUCH

✉ steve.cropley@haymarket.com @stvcr

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RACING LINES

Sainz and Veloce pairings left RXR car in their dust

Ekström and Sanz did what Sainz couldn't

Lewis Hamilton, Jenson Button, Nico Rosberg and Carlos Sainz Sr headline as team owners. American motorsport powerhouses Chip Ganassi and Andretti have pitched in too. In the cockpits, the cream of talent from the rallycross world has risen to the top (as you would expect in an off-road division), while a generation of relatively unknown female racers are making the most of this new platform to establish themselves on a global stage. The venues are exotic and the 4x4s, if still troublingly far from bulletproof, have the power and speed to create a decent spectacle. Yes, there's plenty to like about Extreme E.

And yet... As its third season began this month, among palm trees on the edge of a shimmering desert shoreline near Neom in Saudi Arabia, this electrically powered, short-format pioneer is still struggling to gain traction. Beyond those invested and involved, would anyone notice or care if at some point it quietly slips away?

IT'S ALL A CIRCUS

For a series made specifically for TV in the streaming age, it was odd how little promotion was given to the live Sunday afternoon coverage on ITV4. There was a new, streamlined race format that made sense, but what's with the convoluted game show-style voting system for starting grids that involves drivers pouring sand into plastic beakers? No idea. It's silly, too try-hard and asks an unnecessarily high degree of mental investment from an audience that just needs to 'get it' to keep tuning in.

This is a common trap these days for motorsport promoters, who too often chase desperate measures to be fresh and original. You would be forgiven for wondering whether they lack faith in their core sporting product, as if without the gimmicks it would all just fall flat.

Extreme E's visionary founder, Alejandro Agag, also the driving force behind Formula E, makes no apology for his circus ringmaster approach to motorsport. "I really like people criticising me," he told me in 2021 when we heralded his 'disruptor' influence by giving him our Motorsport Hero award.

Criticism is fuel to his ecologically friendly fire. How Extreme E exists at all is a marvel, especially as it was launched during the pandemic and is transported around the world by a diesel-engined ex-postal service ship (Agag calls on the old omelette and breaking eggs cliché to justify that one).

The legacy environmental programmes designed to leave each venue in a better state than when Extreme E found them is genuine in intention, while the gender equality angle is hitting its marks, as its thriving women racers will tell you. But still... now that the novelty has worn off, Extreme E will increasingly face the 'so what?' factor.

As it has been from its genesis, the series is in a fight for survival. We're told the next round will be held in Scotland on 13-14 May, for example, but exactly where has yet to be confirmed.

Then again, Agag was born to "fight fires". He probably wouldn't have it any other way.

> "Beyond those involved, would anyone notice or care if Extreme E quietly slips away?"

NEW WINNERS ADD A TWIST

The crowning of fresh winners at the Saudi double-header did at least change the narrative. Rosberg's RXR team won the first championship, while the squad owned by his old Formula 1 nemesis Hamilton snatched its revenge in a dramatic finale last term. But over the winter, much has changed at X44. Prodrive has stepped back as operator to be replaced by Rodin Carlin – quite a departure for the junior single-seater specialist – while Sébastien Loeb has also gone. Losing the nine-time World Rally Champion has to be a major blow for Extreme E, although his replacement, Jamaican off-road specialist Fraser McConnell, acquitted himself well on his debut and is a positive addition in terms of diversity.

RXR appeared to have begun the new season in familiar style when its Odyssey 21 steered by Johan Kristoffersson and Mikaela Ahlin-Kottulinsky crossed the finish line first in round one. But a slow-zone speeding violation after the driver switch led to a penalty and handed a maiden victory to Veloce Racing, a British concern born out of the virtual world of esports.

It must have been particularly sweet for Australia's Molly Taylor, who won the first Extreme E title with RXR only to split with the team at the end of that season.

The following day, Sainz's eponymous team also claimed its maiden Extreme E victory in round two – although it must have been bittersweet for the boss. The 60-year-old has been forced to step back from driving following his vertebrae-breaking shunt on the Dakar Rally in January, so he has drafted in his Audi team-mate Mattias Ekström to join Spanish motorcycling convert Laia Sanz. First time without Sainz in the cockpit and they win. Ouch.

FIRST DRIVES

NEW CARS TESTED AND RATED

TESTED 9.3.23, SCOTTSDALE, ARIZONA, US **ON SALE** APRIL **PRICE** £148,060

BMW XM

Does our first proper taste of only the second-ever bespoke M car leave us excited about the brand's future or longing for its past?

One down, one to go. This is the year in which two blue-blooded brands dispense with tradition and launch their own SUVs. Controversial? Just a touch. That said, we've now driven Ferrari's Purosangue and found it to be profoundly good – although the presence of an 8250rpm 6.5-litre V12 always helps. That leaves the BMW XM. This is M division's first bespoke car since the mid-engined M1 of 1978 and one that M CEO Frank van Meel says offers the best of X and the best of M. Hence the name.

This is also M's very first hybrid, and its plug-in powertrain will resurface in the next M5, possibly with even more power and torque. Even for this initial application, it gives a heady 644bhp and 590lb ft.

A low-slung 29.5kWh battery grants an electric-only range of 55 miles. It feeds a 148bhp electric motor integrated into the ZF-built eight-speed automatic gearbox. The rest of the output comes from M's phenomenally strong 'S68' twin-turbocharged 4.4-litre V8 – an engine that will realise more of its potential when the 738bhp XM Label Red arrives. That will ensure M's new baby outshines even the Aston Martin DBX 707 – an SUV so monstrously over-endowed that they put the figure in its name.

But yeah, all right. We can't stall forever. The fact is that none of the above, fascinating as it is, will get tongues wagging (or, I suspect, orders flowing) anything like as effectively as how the £148k XM looks. Even in images, this beady-eyed SUV is pretty challenging to behold. But in the metal it's brutal, almost shockingly unapologetic, which is exactly as M intended. I'm struggling to remember the last time a car maker went quite so far down this road. Tesla Cybertruck?

Size-wise, the XM sits between the X5 and X7, so the footprint is sensible. The shutlines are oyster-shell tight and the creases in the body panels are deliciously crisp. However, the bevelled-block proportions are thuggish and the details a total bastardisation of M's customary strong suit of turning out cars that have a forceful, muscular elegance to them.

There are fussily stacked exhaust pipes, gold elements abound and the front-grille surround is LED-lit, just in case you missed it.

BMW expects the US and China to account for roughly half of all sales, and perhaps the XM looks passably diffident next to a Ford F-450 at the intersection lights. But for M's traditional audience, it's hard to see how this SUV can ever succeed as an object in the way even the X5 M does. ➔

Cabin is more lavish and bouji than typical M fare, but superbly wrought

TESTER'S NOTE
Turn off the stability control and you can access a 4WD Sand driving mode, which primes the xDrive system and the M differential's locking characteristics for dunes. It's like Sabbia mode in the Urus. **RL**

The inside is better, although the pervading theme continues. First sight of the leather-lined, Dunhill-style holdall containing the charging cable genuinely had me wondering whether somebody from a fancier publication left their luggage behind. Nothing wrong with a nice bag, but it's just a bit too style over substance.

Yet be in no doubt BMW knows how to craft an interior. Metal-dipped plastics sit flush with leather and soft Alcantara, with not one stitch out of place. The curving iDrive 8 infotainment display rests on an expansive panel of matt carbonfibre. Flimsy vent controls aside, perceived quality is sky high.

Our test car also had the Coffee Brown Vintage leather dashboard, finished with a process that accentuates the hide's natural characteristics. Again, probably not what a typical M2 driver wants, but this is new ground for M, with new customers and new expectations.

There's also an enormous, contoured roof panel that changes colour with the driving mode, while BMW refers to the chevron-stitched second-row bench as the M Lounge – which is surprisingly appropriate. Passengers will be lavishly cosseted, sure, but the car's steeply rising beltline and tinted rear windows ensure the space captures something of a basement club vibe.

We will come back to modes in a moment, because there are plenty of those, but for anyone wondering how practical the XM is, the answer is 'more practical than an M5 but less so than most rival SUVs'. The boot floor is high (on account of the M differential and the fuel tank) and 527 litres of seats-up capacity puts it behind the Porsche Cayenne and even the Lamborghini Urus. The X5 M also does usefully better, plus it has better rear visibility, although the XM would still be easy enough to live with.

But the comparative lack of practicality, the obstinately ugly aesthetic and the punchy asking price are all okay, because the XM redrafts the dynamic rulebook for fast SUVs, with M5 CS genes palpable in its very DNA, right? Wrong. And unfortunately, this is down to not just one key weakness but several.

For one thing, BMW might be weltmeister when it comes to disguising weight in performance cars, but the XM is a bridge too far. It weighs an epic 2710kg. The full-size Range Rover P510e (that's the similarly V8-engined PHEV one) weighs only 15kg more.

Part of the reason for this is that the XM is built on BMW's modular CLAR architecture. Being versatile and torsionally very stiff makes the CLAR heavy. It's why the M3 weighs a lot more than even the Lamborghini Aventador. With the XM, there's then the extra weight of the electrified bit of the powertrain and the additional bracing that any M SUV needs. Add in the luxurious interior and wheels that measure up to 23in in diameter and you have an extremely heavy car.

It shows in the figures: 4.3sec is quicker than anyone needs but isn't 644bhp quick, especially

Gold accent line is mandatory; wheels are 21in as standard, 22in or 23in optionally

> In terms of handling, what you have is an M5 with most of the joy sucked out of it

Ride never settles like it should; you need wide roads if you want to hustle it

with torque fill being injected off the line. Even on the road, the XM never feels quite as enjoyably rapid as you're expecting, which is manifestly un-M.

It is an entertaining powertrain, at least. In the default Hybrid mode (there are others for electric-only and battery hold), the XM sets off more or less silently before – precise moment dependent on throttle position – the V8 explodes into life with zero latency and calculated ferocity.

Both the engine and the motor have their own sonic signatures, and when the two combine, there's something otherworldly and quite exciting about the XM. It's just a shame that the fine-tuning isn't there. For a heavily blown unit, this V8 loves to spin out, while the motor ensures the throttle is always alert to inputs, but the roll-on response from low speeds is inconsistent, which is exactly the opposite of what you want in such a hefty and powerful car.

The steering? Not revelatory but good. It's sweeter than in many performance SUVs, striking a nice balance of camber-tracking liveliness and dead-eyed accuracy, but it doesn't communicate like the Cayenne's rack. It's recognisably M, though, which is nice.

It also has a fine base of operations, thanks to the XM's exceptional body control. M seems to have an aversion to air springs for its SUVs, and the XM is no different, yet for dynamic purposes the use of steel springs, adaptive dampers and active anti-roll bars to control the car's aluminium suspension is very successful. M also claims that an extra set of control arms at the front axle leaves the dampers almost entirely free to deal solely and neatly with vertical inputs.

Ramp up the modes (quickly done via one of the red M buttons on the wheel) and the XM turns in crisply and handles precisely, if a little soullessly. There's a thoroughbred balance here but honestly the contact patches are so obscenely large and the body control so iron-cast (on account of the heft and high centre of gravity) that there's little in the way of true agility or fluidity. So what you have is an M5 with most of the joy sucked out of it.

This wouldn't matter so much if the XM rode beautifully and was a high-riding emollient on any road surface. But it isn't. The low-speed ride is reactive, yet get going and it never truly settles. Even in Comfort mode, the XM's high-speed gait is essentially the same as that of the M3 Touring only with a little more travel. Maybe air springs aren't such a bad idea? As an SUV, the XM should be quite a bit better in this respect.

And while the seats are lavishly upholstered and comfortable, your posture – quite distinct from your height off the ground – feels a touch too ordinary and upright to capture any real sense of M car. No number of M logos and no amount of piped-in exhaust woofle can remedy that.

So driving the beastly XM confirms what its styling suggests: that this car lacks authenticity or at least any real purpose beyond shock and awe. And if M is historically about proper driving satisfaction in a truly usable and practical package, I'm not sure where its latest product, this self-professed bastion of modern M-ness, is meant to fit in. Not on many British roads, that's for sure. Too heavy to express itself, too severe to rub along with day to day and too expensive for powertrain niggles to be let off lightly, it brings little to either the brand or the super-SUV party. M can do better.

RICHARD LANE
@_rlane_

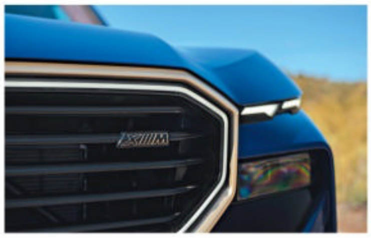
BMW XM

Hard to recommend, even aesthetics aside. Ride and handling miss the mark, powertrain lacks finesse

★★★☆☆

Price	£148,060
Engine	V8, 4395cc, twin-turbocharged, petrol, plus electric motor
Power	644bhp at 5400-7200rpm
Torque	590lb ft at 1600-5000rpm
Gearbox	8-spd automatic, 4WD
Kerb weight	2710kg
0-62mph	4.3sec
Top speed	155mph
Battery	29.5kWh
Economy	52.8mpg
Electric range	55 miles
CO_2, tax band	18g/km, 8%
RIVALS	Aston Martin DBX 707, Porsche Cayenne Turbo S E-Hybrid

Materials include carbonfibre, Alcantara and leather. Note the sculptured roof



TESTER'S NOTE
It's hard to spot visual differences between ICE and PHEV models. Beyond the wheels and badging (and checking out the brakes), there's just a slightly different front bumper. **MP**

TESTED 9.3.23, HERTFORDSHIRE **ON SALE** APRIL

MERCEDES-AMG GT 63 S E 4DR COUPE

As if a 630bhp V8 weren't enough, AMG has added a 201bhp electric motor as well

I've just spent a couple of hours in central London, during which my expensive Mercedes spotto count read: G-Classes seven, AMG GT 4-Door Coupés none.

Only anecdotal evidence, I know. But there are only ever a few used GT 4-Doors in the classifieds, too, and tell me, reader, have you ever seen one? I can't shake the feeling that AMG's bespoke coupé-saloon (technically a five-door hatchback), introduced in 2018, is a very rare groove, a niche option. But if you prefer to roll around in a G-Class, well, I think you're missing out.

So far we've had the 63 S variant in the UK, plus the less powerful 63, now dropped but continuing abroad. Brits like high-spec cars, so we settled on the one with a 630bhp 4.0-litre V8 and a price of £153,755.

That's now joined by this £177,715 variant, the 63 S E Performance, which keeps the V8 in the same tune and gains another 201bhp from an electric motor mounted at the back axle for a combined 831bhp. That makes it the second-most-powerful AMG behind the One – which is no less than a rebodied Formula 1 car.

I would say 831bhp in a big coupé-hatchback thing ought to be plenty. The most powerful comparable Audi RS, BMW M and Porsche models don't get that close.

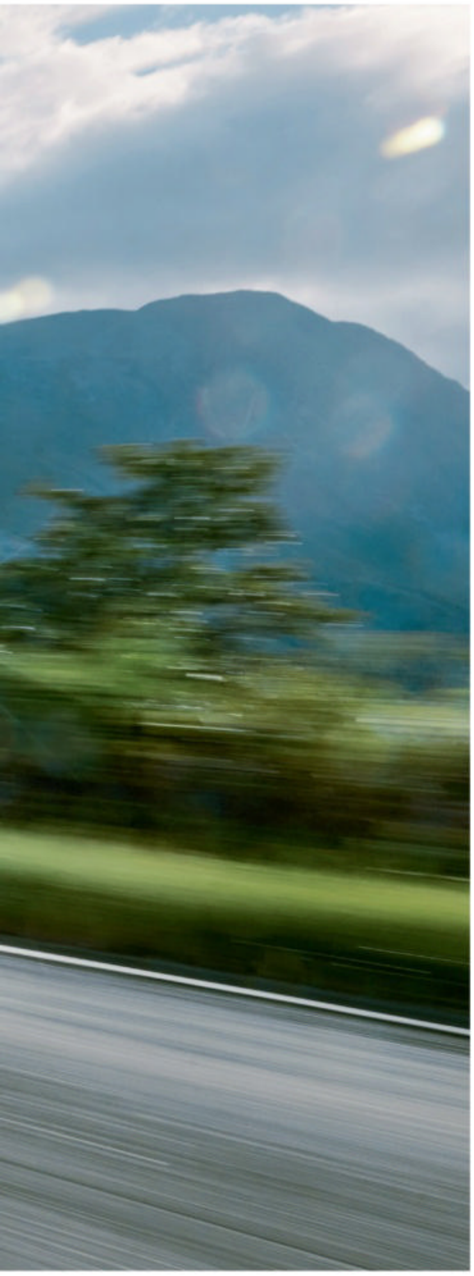
The 63 S E Performance is a pluggable hybrid. On top of the motor is a 6.1kWh battery. It gives just 7.5 miles of electric-only range because, say the engineers, it's more about performance than distance.

On that point, this car will do 0-62mph in 2.9sec (0.3sec faster than the 63 S) and go on to 196mph (the same), while the combined economy test, often ultra-generous to PHEVs, rates it at just 35.8mpg.

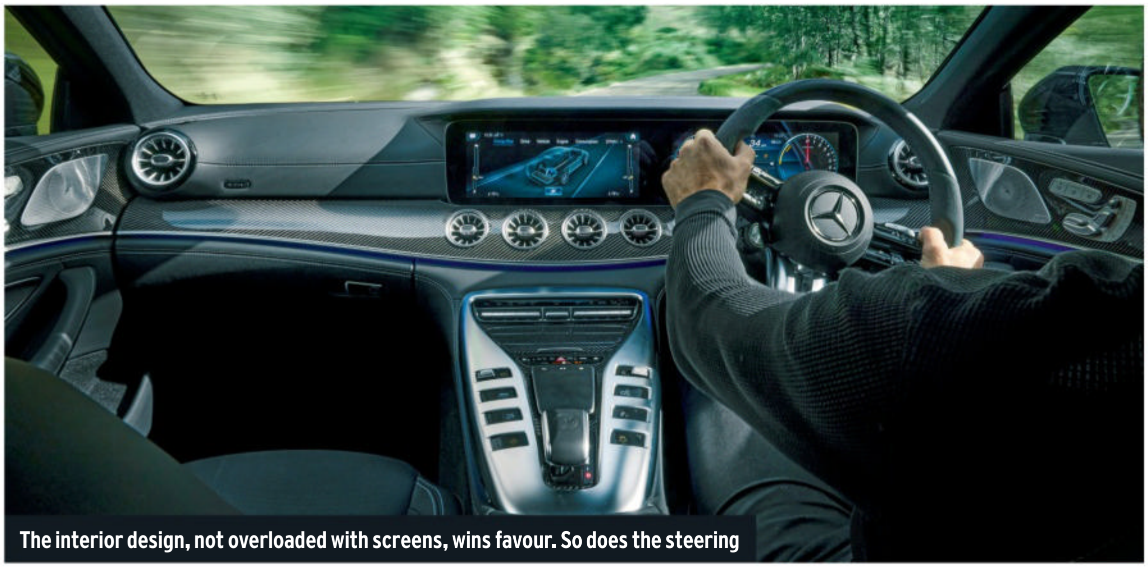
From a practicality standpoint (I know you're worried about it), the electric gubbins at the rear, including a two-speed gearbox for the electric motor, eats into the boot floor, reducing luggage capacity from 461 to 335 litres. Maybe that's why everyone buys a G-Class instead. But probably not.

Kerb weight understandably

Using the same platform as the CLS, it's a full 5054mm long and 1953mm wide



AMG's claim that this big cruiser handles like the GT sports car isn't a stretch



The interior design, not overloaded with screens, wins favour. So does the steering

> “There's urgency right away, yet it still comes with a live-wire burble and crackle of the V8”

takes a big hike from 2205kg to 2494kg, so the PHEV gets carbon-ceramic brakes denied to the 63 S.

Inside, this being a variant of a car that arrived in the last decade, you won't find Mercedes' very latest infotainment system, which means it retains a trackpad on the centre console and has a transmission tunnel busy with buttons for driving functions. That said, the steering wheel is updated to the latest split-spoke kind, including rotary drive mode selectors. The inclusion of an 'electric' mode as you scroll through them is a rare obvious note that this is the PHEV rather than a pure-ICE car.

That fact is rather more obvious on the move, as you would hope. My hour-long test started with a nearly flat battery, so I can't tell you much about electric-only driving other than it's smooth. But even when the battery is depleted, the 63 S E Performance will still gain some charge under braking, which it then uses to aid throttle response.

For torque filling, this is rather nice. There's no need to stir the gearshift paddles or wait for the turbochargers to spool. At 158bhp per litre, the V8 isn't overly stressed by modern standards, but it still takes a moment to wake up. Here, there's urgency right away, yet it still comes with a live-wire burble and crackle of the V8, which the motor first drags along, then accompanies and later gets left behind by.

The best of all worlds, then? I'm not so sure. Certainly, the ride and handling still retain a blend and balance that's easy to rub along with. Sure, there's a firmness to the ride in bespoke AMG models that you don't find in heated-up CLS or E-Class variants, which is both understandable and desirable. But although it has been a while since I drove a standard GT 4-Door, I can't shake the feeling that this PHEV, as commensurate with its 289kg weight premium, has less of the deftness and flow that allowed the pure-V8 variant to score five stars for ride and handling in our road test (it got 4.5 stars overall).

Besides, it's not like the regular 63 S, reported to be nearing its performance potential back in 2019, is tardy. There's a natural, predictable response to it, even if it doesn't have the instant electrified urge of the 63 S E Performance.

This is still a sensationally likeable car, though, and if you do some short urban commuting that you would love to perform electrically, fill your boots. Otherwise, I think they would be equally filled by the 63 S.

MATT PRIOR
@matty_prior

MERCEDES-AMG GT 63 S E PERFORMANCE 4-DOOR COUPE

Less agile and natural-feeling than the standard V8 but remains a wickedly seductive big sports cruiser

★★★★½

Price	£177,715
Engine	V8, 3982cc, twin-turbo, petrol, plus electric motor
Power	831bhp
Torque	na
Gearbox	9-spd automatic and 2-spd electric, 4WD
Kerb weight	2494kg
0-62mph	2.9sec
Top speed	196mph
Battery	6.1kWh
Economy	35.8mpg
Electric range	7.5 miles
CO_2, tax band	180g/km, 37%
RIVALS	BMW M760e, Porsche Panamera Turbo S E-Hybrid

TESTER'S NOTE
Shine and Shine Plus cars also get Citroën's Smart Pad Support – a nifty, if probably unnecessary, holder that folds out from the dash to do just what it says it will do. **PW**

TESTED 14.3.23, WORCESTERSHIRE **ON SALE** NOW

CITROEN E-C4 X

Value for money is the goal with new saloon version of leisurely family hatchback

We should start with a cliché: the range of an electric car. Sorry, but there's no getting away from the fact that with a 46kWh battery giving it 221 miles per charge, the new Citroën ë-C4 X isn't going to break any records.

Nor is the charging especially quick, maximum 100kW ingestion replenishing 0-80% in 30 minutes.

But Citroën is refreshingly honest about this. No smoke and mirrors here, just an honest appraisal of what a bigger battery would have meant: more cost, more weight and less of what buyers allegedly want.

Citroën wants to be the brand of 'enough' and not embrace excess. That has overtones of the comedic BL Princess strapline 'Better than average', but let's gloss over that and focus on the fact that this elongated ë-C4 does deliver on the key aspect of the small battery strategy, in that it costs from £31,995. In this day and age, that's a lot of car for the money.

We tried mid-range Shine trim (£34,495), but basic Sense is the one to get, as it doesn't miss out on much. With either you're greeted by a sensibly laid-out, fastback-style saloon with an SUV-like stance. The wheelbase is exactly the same as the regular ë-C4's, so all the extra length has gone into the rear, yet it doesn't look ungainly from the side.

The boot volume is theoretically impressive at 510 litres (130 up on the hatch), but it's a saloon opening so isn't as practical overall as either its sibling or other coupé-ish cars, such as the Peugeot 408, that benefit from a hatch aperture.

There are neat storage solutions inside, including a pull-out laptop shelf for the front passenger, but not as many as you get in other EVs. It has more of a standard ICE layout.

Thankfully, there are normal buttons for the climate control (the 10in touchscreen protrudes neatly from the dashboard's top) and the quality of all the materials is largely good, with the odd bit of hard plastic felt only if you hunt for it. It feels better than its price suggests.

With a 134bhp single electric motor driving the front wheels, performance is unremarkable. But there's enough torque on offer for the repeat A-to-B journeys that most of these cars will end up doing.

It all feels correctly engineered for the task it needs to do, making it a well-balanced car.

The seats are especially comfy, soft but supportive and matched well to the ride quality.

The ë-C4 X comes as standard with Citroën's Progressive Hydraulic Cushions, which, while far from as revolutionary as the Hydractive suspension of old, still manage to keep most of the UK road network's horribleness at bay. It can thump a little through a pothole when that particular wheel is unloaded, but in general it does a good job. The damping certainly feels superior to some more expensive family EVs'.

The relaxed gait is matched in the steering, a well-oiled set-up that doesn't give much in the way of feedback but still makes it easy to thread the car down a road.

As with the rest of the ë-C4 X, excitement is a long way off, but for a relaxed car to blend into the background, you could do worse.

As we said earlier, it's the price that stands out. There are cheaper EVs out there, but the £31,995 ë-C4 X makes a compelling case for itself. Citroën insists it's a 'value' brand now – not for it words like 'cheap' or 'discounted' – that will concentrate on building right-sized cars. Will that be enough? It can sprinkle some fairy dust elsewhere in the range by making cars such as the Oli concept, but the bread and butter is well served by those like the ë-C4 X.

PIERS WARD
@piers_ward

CITROEN E-C4 X SHINE

Eminently likeable, if predictable, value family EV. Cheapest Sense model makes the most, er, sense

★★★½☆

Price	£34,495
Engine	Permanent magnet synchronous motor
Power	134bhp
Torque	192lb ft at 3674rpm
Gearbox	1-spd reduction gear, FWD
Kerb weight	1621kg
0-62mph	10.0sec
Top speed	93mph
Battery	50/46.2kWh (total/usable)
Range, economy	221 miles, 4.7mpkWh
CO_2, tax band	0g/km, 2%
RIVALS	MG 5 SW EV, Nissan Leaf

Suspension is comfier than most; interior is ergonomic and surprisingly lush

TESTED 9.3.23, COUNTY MAYO, IRELAND **ON SALE** NOW

MAXUS T90EV

MG's commercial sibling brand is the first to offer an electric pick-up truck in the UK

You don't have to be first when launching a new product, but it can help. Pioneering also presents many challenges, though, and those faced by Maxus with its T90EV pick-up have led rival firms to shy away from the sector for now.

It's the usual story of battery weight versus kerb weight, but where any heavy EV is a problem for efficiency, a heavy pick-up truck can also bother HMRC – or rather potential buyers who will have cough up the 20% VAT for any vehicle not capable of reaching the magical 1000kg payload threshold needed for commercial vehicle qualification. Then there's the important matter of pick-ups being four-wheel-drive machines and therefore requiring two motors, which naturally adds more weight.

Then consider packaging the batteries within a narrow ladder-frame chassis and you will begin to see why there were until now no electric pick-ups on sale in the UK.

It's little wonder, then, that the T90EV is rear-wheel drive only; has a ground clearance of just 187mm, compared with at least 220mm for diesel rivals; and has slightly reduced approach and departure angles, at 27deg and 24deg – all of which makes it at best a compromised off-roader.

The rear-axle-mounted electric motor isn't short of power, with 201bhp – the top end of diesel performance in this sector.

Steering requires constant inputs and chassis behaviour leaves much to be desired

There's regenerative braking that's firm and either on or off, as well as Eco, Normal and Power modes that do little to alter the power levels, adjust the 78mph top speed or affect the 220-mile range.

It's becoming an EV cliché that the lower centre of gravity (due to the floor mounting of the batteries) improves the handling. On paper, it's simple physics. But in reality, it doesn't always ring true, and the T90EV is a case in point.

It feels well planted on the road, with tight body control through bends, but doesn't exactly feel like it could do itself justice on a free-flowing country road. It has a firm ride while feeling light at the front and wayward at the back. In swapping a heavy diesel engine for far lighter electrical components in the nose, the T90 has lost its bite at the front wheels, and the more even weight distribution of batteries across the length of the chassis does little to help the handling when you bury the throttle pedal and more weight is transferred to the rear.

At motorway speeds, the T90EV's rear wags like the tail of an excited spaniel, and you have to constantly move the wheel to correct this, because there's no neutral point in the steering for travelling in a straight line.

Adding weight is usually the solution to commercial vehicle handling mishaps (very few spend their lives empty, after all), but loading the T90EV's 1485x1510mm bed with heavy bags of animal feed or aggregate is only likely to exacerbate the problem.

By virtue of being able to carry 1000kg in the rear, the T90EV is at least a proper pick-up, and one on which businesses can reclaim VAT.

The interior is typical to any modern pick-up, with a central 10in touchscreen (capable of smartphone mirroring through Apple CarPlay and Android Auto) dominating the cabin. The plastics are more early Mitsubishi than modern Volkswagen and the steering wheel could do with being reach adjustable rather than just up and down. Nevertheless, it's a comfortable cab, with respectable storage provision, faux leather upholstery, air conditioning and generous space for two rear passengers. It just needs a few tweaks, not a major overhaul.

Automatic wipers and headlights, 17in alloy wheels and a reversing camera are standard – which you would expect on a pick-up that costs similar money to top-spec diesel Ford Rangers and Volkswagen Amaroks, at virtually £50,000.

Going first is always daunting, and we're unlikely to see an electric pick-up from market leader Ford or more natural Maxus rival Isuzu for at least a couple of years. But many pick-ups live purely on the road, so there's clearly some potential here. And the promise of a 4x4 version by the end of next year is a welcome ray of hope that the T90EV will improve with age.

GEORGE BARROW

TESTER'S NOTE

The T90EV can get a 20-80% charge in about 45 minutes from an 80kW DC rapid charger while you're out on a job or in nine hours using an 11kW AC device back at base. **GB**

MAXUS T90EV ELITE 2WD

Despite obvious drawbacks, a rear-wheel-drive electric pick-up will still hit the mark for many

★★⯪☆☆

Price	£49,950 (excluding VAT)
Engine	Electric motor
Power	201bhp
Torque	277lb ft
Gearbox	1-spd reduction gear, RWD
Kerb weight	2300kg
0-62mph	na
Top speed	78mph
Battery	88.5kWh
Range, economy	220 miles (WLTP), 2.49mpkWh (est)
CO_2, tax band	0g/km, flat rate
RIVALS	Ford Ranger, Isuzu D-Max

AUTOCAR
ROAD TEST
No 5616

PHOTOGRAPHY MAX EDLESTON

Lexus RX

Lexus changes hybrid tack in pursuit of driver appeal for its large SUV

MODEL TESTED **500H F SPORT**

Price £74,950 ● **Power** 366bhp ● **Torque** 406lb ft ● **0-60mph** 6.1sec ● **30-70mph in fourth** 7.0sec ● **Fuel economy** 31.1mpg ● **CO_2 emissions** 182g/km ● **70-0mph** 56.8m

We like

- Cabin quality and luxury feel are right up to Lexus's high standards
- Refinement and isolation don't disappoint either
- Appealing combination of real-world efficiency and accessible performance

We don't like

- It has little, if any, added handling dynamism
- Some frustrating, distracting 'driver aids'
- The 'Tazuna' control philosophy doesn't extend to the infotainment system

Car marques like Lexus haven't typically been around long enough to have been involved in the conception of many current vehicle types – but, with the RX luxury SUV, Toyota's premium brand does claim to have been something of a pioneer.

When the first-generation Lexus RX was launched in 1998, what would become known as the luxury SUV market really only had ladder-frame cars within it: the P38A Range Rover, the Mercedes M-Class and, in North America, the Lincoln Navigator. With its monocoque chassis and choice of either front- or four-wheel drive, however, the RX demonstrated how much bulk could be saved by adopting a more car-like construction. Later, in 2005, the RX also brought hybrid power to the class. In both senses, it has been one of the luxury SUV's greater modernising influences.

And now entering its fifth model generation, the RX is branching out. The V6 petrol engines that powered the car previously have been discarded, and new and more efficient four-cylinder units brought in. More interesting still, though, are the arrival of two all-new RX derivatives to sit alongside the familiar 'self-charging' petrol hybrid. The 450h+ plug-in hybrid is the one most will have seen coming, Lexus adopting and refining powertrain technology from the likes of the Toyota RAV4 PHEV.

But the 500h, subject of this week's road test, is a Lexus like none we have seen before. It mates a turbocharged petrol engine with a six-speed automatic gearbox, discarding the CVT-style power splitter transmission that both Toyota and Lexus hybrids have always used, and adds a new torque-vectoring electric rear axle too.

The RX 500h represents the first time that any Toyota or Lexus hybrid has prioritised either performance or driver engagement over outright efficiency, or sought to foster a deeper connection between driver and car.

DESIGN AND ENGINEERING

★★★½☆

Any mission to redefine how much driver appeal a petrol-electric car can conjure starts at a disadvantage in choosing as its delivery mechanism a car like the new Lexus RX. This is a full-size, 4.9-metre, five-seat SUV weighing a little under 2.1 tonnes as tested. It is at least the sort of car that Lexus sells plenty of, though, rather than one perhaps specially intended to make a fresh and emphatic statement.

Like the Lexus NX before it, as well as the Toyotas RAV4 and Highlander, the RX moves onto Toyota's TNGA-K platform – albeit a particularly long-wheelbase, widely structurally reinforced version of it. That move delivers 60mm of extra wheelbase and cabin space within the same overall length. The new RX is also a little lower and wider than the fourth-generation version, with lower roof and beltlines, a lower driver's hip point and a lower centre of gravity. Like-for-like models weigh some 90kg less than those they directly replaced thanks to lightweight substitutions such as the use of aluminium for the bonnet and front wings.

Range at a glance

ENGINES	POWER	FROM
350h Premium Pack	247bhp	£59,950
450h+ Premium Pack	304bhp	£64,950
500h F Sport	366bhp	£74,950

TRANSMISSIONS

e-CVT (350h, 450h+)

6-spd automatic (500h) ■

Lexus has slimmed and simplified its usual derivative structure for this new RX. Buyers first choose from regular 350h hybrid, 450h+ plug-in hybrid and range-topping 500h hybrid powertrains, each offering four-wheel drive.

They can then opt for regular or Takumi trim with the lesser hybrids, or F Sport or Takumi in the 500h. A Premium Plus package is a de facto trim level on the 350h and 450h+.

The car's outward design benefits from a more integrated philosophy on Lexus's 'spindle' motif. Instead of having that conspicuous double-tapered grille apparently grafted onto the front, the shape of that spindle is cast into the bodywork of the front end. Much of the rest of the car, however, looks almost slavishly familiar.

The 500h mates a transverse-mounted, 2.4-litre turbocharged four-cylinder petrol engine (making 268bhp at peak) with an 86bhp electric motor/generator and a six-speed automatic gearbox up front, plus a second, 102bhp drive motor (much more powerful than the one fitted to either the 350h or 450h+) on the rear wheels.

Power for those motors comes from a new, low-resistance nickel-metal-hydride drive battery that's carried under the rear seats, which is designed for fast charge and discharge. And so peak system output for the RX 500h is 366bhp and 406lb ft: hardly the sort of numbers that will lure Porsche Cayenne or Range Rover Sport owners in their droves, ➔

RX helped to shape the luxury SUV market

● Latest RX design includes plenty of surface drama, including this pronounced scoop in the rear door, which stands out all the more ahead of a widened rear track.

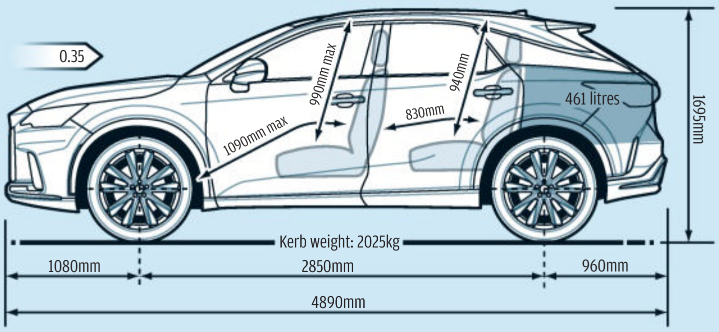
● D-pillar styling is intended to conjure the floating-roof effect pioneered by the Range Rover. It works better in some colour schemes than others. Not too well in our test car's case.

● 'Spindle' grille of the previous RX has been replaced by a front end with a high jutting nose and a large but less stark-looking trapezoidal grille underneath. It looks better integrated now.

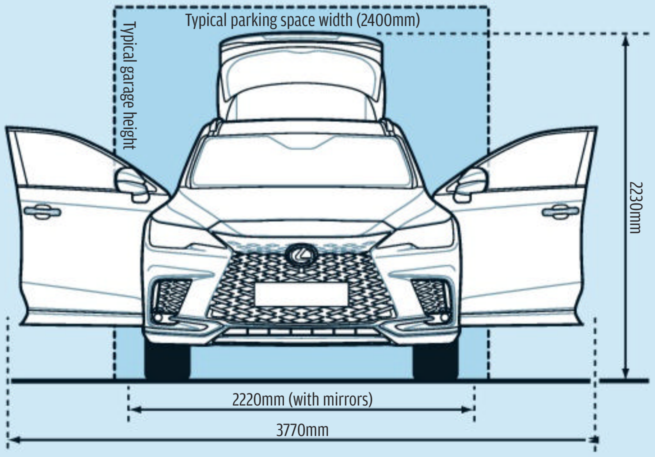
● Entry-level RXs come on 19in wheels, Takumi pack cars have 21s and there are these matt-finish black 21in alloys for F Sport-spec cars.

Weights and measures

DIMENSIONS

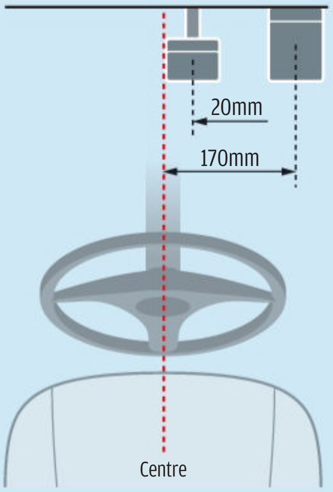


PARKING



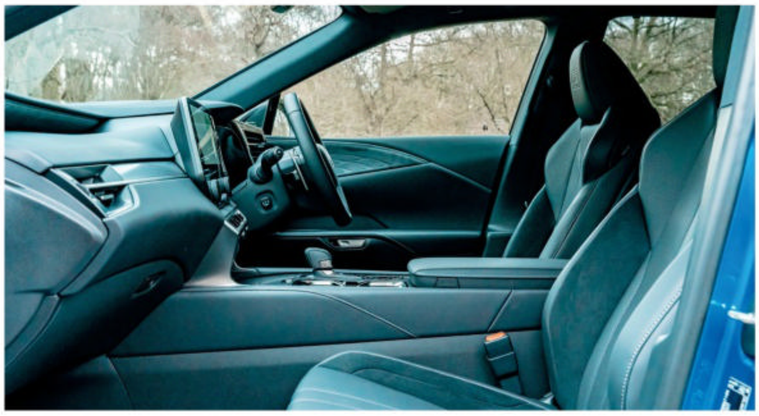
WHEEL AND PEDAL ALIGNMENT

Pedal placement is spot on. Brake pedal is wide enough to reach with either foot, as you prefer, and the rest for your left foot is usefully large. Steering column could use slightly more telescopic reach adjustment for taller drivers.

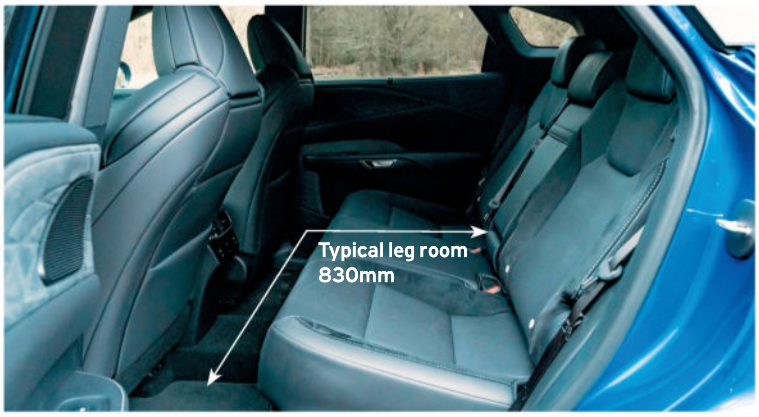


HEADLIGHTS

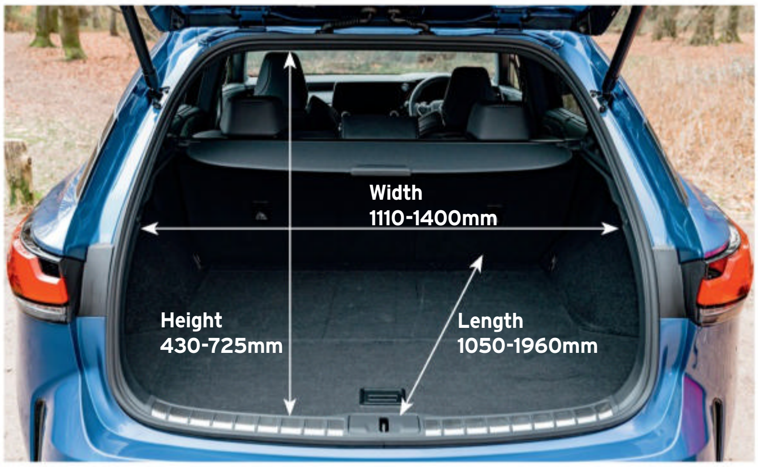
LED headlights with automatic dipping functionality as standard. Dip level is well set, and automatic dipping seems quick enough not to dazzle other drivers, but outright power is a little underwhelming.



● Front seats look like they have integrated headrests, but they do adjust for height. Driving position is only medium-high and quite recumbent.



● Second row offers plenty of leg room, but head room for taller adults is limited. There is three-zone climate control and the fold-down armrest has cupholders.



● Boot is shallower than some in the class, and not as square for bulkier cargo, but there's still 600 litres of space back here (461 litres to the window line).

← although they might just get a flicker of attention.

The RX's axles, meanwhile – MacPherson struts at the front and multiple links at the rear – have been designed with better steering feel and lateral wheel location in mind. Suspension is via fixed-height steel coils, with Lexus's adaptive variable suspension dampers fitted as standard to the specially tuned suspension of F Sport models (the only model trim in which the RX 500h is offered).

Four-wheel steering is also standard fit on the RX 500h, with rear-axle counter-steering angle now increased to a maximum of 4deg. Braking is via an electronic 'by-wire' system, with enlarged discs and calipers featuring on F Sport models.

INTERIOR

★★★★⯪

Lexus has always gone above and beyond European luxury class norms in pursuit of a particular kind of material richness, tactile appeal and weighty perceived quality. The new RX is evidence that the firm continues to – and with apparent success in terms of how hefty- and solid-feeling are the car's cabin fittings, and how expensively put together they all seem.

The brand's latest interior layout philosophy, which it calls 'Tazuna', aims to put all controls within easy reach of the driver; to keep their hands on the wheel, and eyes on the road, for as long as possible. It is a laudable intention, and is realised in some ways, though not all.

The car's 'touch tracer' control pads on the steering wheel spokes, which we've praised on the current NX SUV, work particularly well, combining with the head-up display to deliver easy multi-function control of the cruise control and audio systems without taking your eyes off the road at all.

But it's a shame the same logic hasn't been applied to control of the RX's new 14in touchscreen infotainment system, for which there is no separate cursor control. Everything, poking and swiping included, is done at arm's length.

Infotainment aside, there's a pervading sense of attention to detail about the RX's interior – from its appealing material trim choices, right down to the clever centre armrest cubby cover (double-hinged so as to open towards either side). Finding even one cheap-feeling moulding or fitting is a tough task.

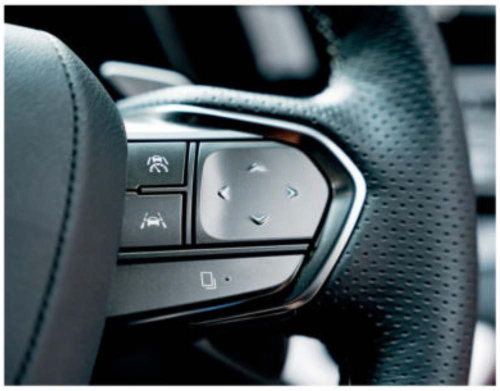
Meanwhile, although on-board space isn't quite up there with the most commodious luxury SUVs, a 600-litre boot and plenty of room in row two make the RX's level of practicality hard to fault. Unless, of course, you need a seven-seater.

PERFORMANCE

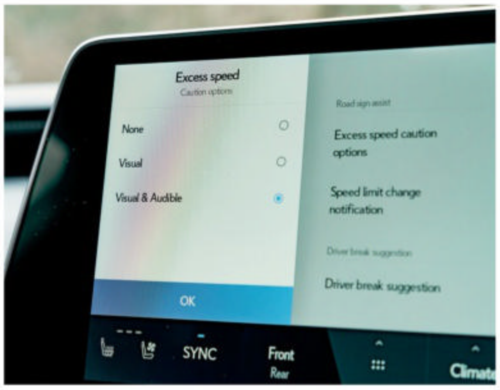
★★★⯪☆

It's quite revealing for Lexus to have avoided a PHEV powertrain for this car. Suggestive, perhaps, that it wanted to keep weight down, to make performance stirring but still within the bounds of the sensible, and to reap rewards elsewhere.

There are certainly quicker hybrid SUVs on which you could →

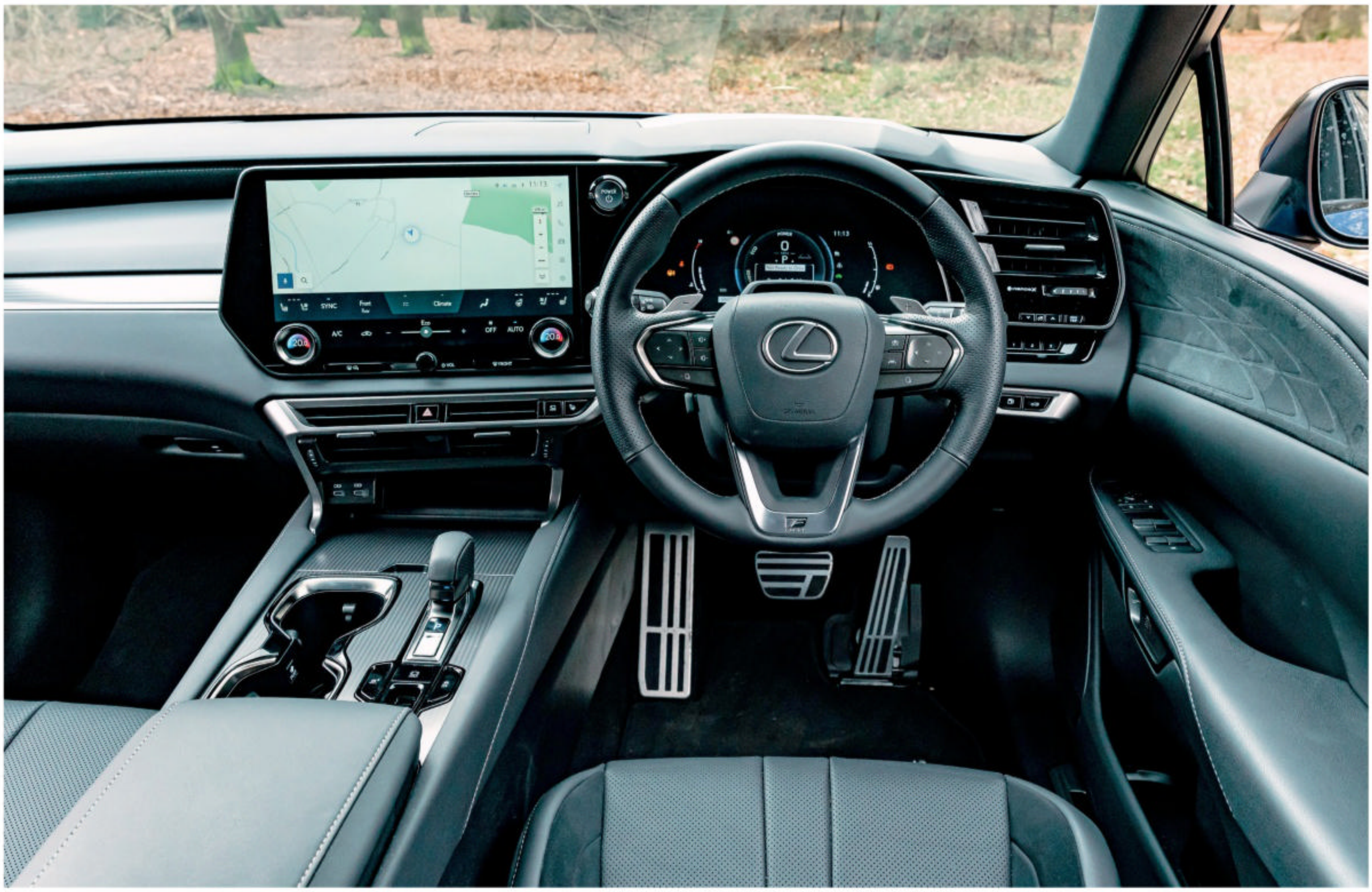


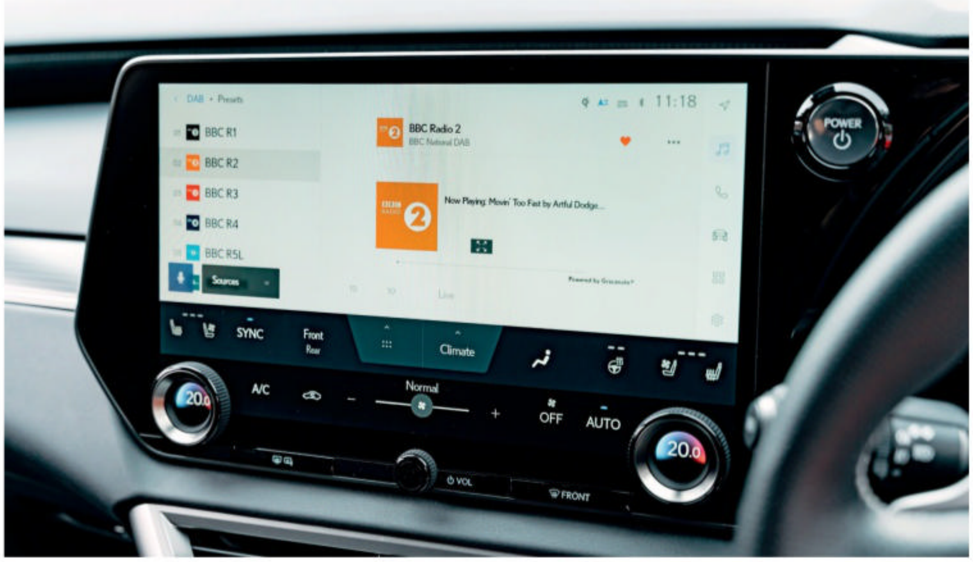
● Lexus's touch-sensitive 'touch tracer' thumbpad controls change function with a haptic push and are always clearly labelled via the head-up display. Clever.


Excess speed
Caution options
None
Visual
Visual & Audible
OK
Road sign assist
Excess speed caution options
Speed limit change notification
Driver break suggestion
Driver break suggestion
SYNC
Front
Rear
Climate

● You'll need to navigate to this menu screen each time you start the car to disengage a bothersome and pedantic speed limit buzzer. And it's not easy to find.

● Small e-Latch door handles are well placed and work well. Push to activate the electronic release, assuming there's no obstruction. Pull for the mechanical release.




DAB › Presets
BBC R1
BBC R2
BBC R3
BBC R4
BBC R5L
Sources
BBC Radio 2
BBC National DAB
Now Playing: Movin' Too Fast by Artful Dodge...
11:18
POWER
SYNC
Front
Rear
Climate
A/C
Normal
OFF
AUTO
20.0
20.0
VOL
FRONT

Multimedia system ★★★½☆

Lexus's latest infotainment system, Lexus Link Pro, has been developed for better connectivity and better voice control (it responds to 'Hey Lexus' commands and works better than some voice recognition systems). It has a 14in touchscreen control console, with permanent heater functions and a volume button beneath it. But there's no separate cursor controller, so everything you can't do via voice command has to be done with an outstretched hand. While a home screen with a collection of 'most commonly used functions' is a neat idea, changing some settings can be a frustratingly slow, complex process.

The system is fully connected and capable of over-the-air updates without any help from your smartphone. On that score, it offers inductive smartphone charging and wireless Apple CarPlay connectivity but only wired connectivity for Android handsets.

> “It soaks up lumps and bumps but doesn’t deal well with complex country roads”

← spend this kind of money, some of them arrayed over the page. The RX 500h feels just about potent enough to pique your interest, though. That it hit 0-60mph in 6.1sec does little to mark it out as a bona fide performance product in 2023, but 30-70mph through the gears in 5.5sec says a bit more, as do some of the in-gear acceleration numbers.

This is indeed a Lexus hybrid in which you can select gears for yourself. Pick a higher one, pulling from lowish revs, and you can really feel the boost of the electric motors as they shrug off so much of the car’s mass, and make it feel quite responsive and energetic. When we road tested the current, V6-powered Maserati Levante S in 2019, 50-70mph took 4.0sec in fifth gear. The RX 500h will do it in fourth (it has six gears rather than the Maserati’s eight, so the fifth versus fourth output ratios are closely matched) in just 3.8sec.

Lexus uses digital synthesis to enhance and augment the sound of the four-cylinder engine – more effectively, it must be noted, when you’re using bigger loads at lower revs, and just flexing the car’s muscles in normal driving, than when the engine is working hard (when it lacks some smoothness and high-range freedom). There is a certain kind of multi-cylinder quality about the end result, although it won’t convince everyone.

It’s a little disappointing, however, for Lexus to have gone to such lengths to fit a conventional automatic transmission to one of its hybrids, only to forget about the full locked-out manual mode. Whether you’re using proper manual (M) or part-time manual (D) gearbox modes, the RX’s transmission will kick down if you push past the detent at the bottom of the accelerator pedal’s travel.

Paddle-shift gearchanges are delivered positively, although not always too quickly. Yet picking gears for yourself, and feeling that hybrid powertrain really knuckle down, makes a marked difference when you feel like enjoying what you’re doing at the wheel.

HANDLING AND STABILITY

★★★☆☆

Even without the weight of a PHEV powertrain, the RX 500h isn’t a new benchmark for the large SUV segment on outright agility, handling balance or body control. That might come as a surprise given the car’s billing – and a disappointment, perhaps, to some. But it probably won’t to long-time RX fans and owners, who will be well used to the priority it has always given to comfort, luxury, isolation and easy-driving convenience – buyers whom Lexus won’t have been out to alienate, after all.

The firm defines its particular dynamic character – entitled the Lexus Driving Signature – quite specifically. Its cars are tuned for smooth, rather than sudden, changes of direction; level and controlled, but not firm or aggressive, body control; plenty of steering feel, but slick precision rather than animated tactile feel; and a predictable turn-in, followed by a balanced, poised and accurate but stable cornering line out.

If that all sounds only moderately, quietly rewarding, that would also be a fair way to describe the RX 500h on a gently twisting road. The car feels quite softly sprung, with what you might think of as an American highway-style ride. It’s a lope almost subtle enough to be imperceptible on better surfaces taken at speed, and that allows it to soak up medium-sized lumps and bumps.

But it doesn’t deal well with complex country roads with crowned middles, transverse ridges

● Despite the RX’s driver’s car brief – plus its four-wheel steering, torque vectoring and specially tuned suspension – there isn’t much agility or poise through quick corners.

Assisted driving notes ★★★★☆

All UK-market versions of the RX come with Lexus Safety System+, an autonomous emergency braking system, as standard. The Proactive Driving Assistant adds pedestrian and obstacle detection and avoidance, while Dynamic Radar Cruise Control can not only detect but also automatically adopt posted speed limits, and slow the car for corners and junctions too. Premium Plus models get an extended Safety System+ set-up, which adds an automatic lane change assistant and a junction assistant.

Our car had all the systems, none of which was particularly intrusive. The lane keeping was subtle but didn't always pick up on faded lane markings, and the speed limit detection could be a bit slow to recognise a change in the posted limit.

Lexus's Dynamic Radar Cruise Control, meanwhile, does offer a motorway undertaking guard function.

AUTONOMOUS EMERGENCY BRAKING

● Does the system avoid false activation well? ✓
● Can it be deactivated? ✓
● Does it have pedestrian/cyclist detection? ✓

LANE KEEPING ASSISTANCE

● Is the system tuned to keep the driver engaged at all times? ✓
● Is it adjustable for sensitivity? ✓
● Does it allow you to drive around a pothole/obstacle within your lane easily and without deactivation? ✓

INTELLIGENT CRUISE CONTROL

● Can the system consistently recognise and automatically adopt motorway gantry-signed variable speed limits? ✓
● Does it prevent undertaking? ✓
● Does it have visual alerts, or steering intervention, to prevent changing lanes into the path of an overtaking car? ✓

Comfort & Convenience
Frequently used
Max heat
Silent
Drive mode SPORT
Lane departure alert system
Max cool
Drive mode ECO
Drive mode NORMAL
SYNC
Front Rear
Close
A/C
Normal
OFF
AUTO
20.0
20.0
VOL
FRONT

and sunken gutters, where the RX suddenly feels its size and weight, as it fidgets laterally on its springs. Lexus's adaptive dampers seem to run out of answers early when given lots to do to keep body movements in check, whichever driving mode you're using. They keep the car from wallowing, rolling or pitching hard but admit plenty of head toss.

In tighter bends, meanwhile, the four-wheel steering seems likewise only quite meekly effective compared with rival set-ups. The RX 500h is missing any real bite or agility on turn-in. Drive it quickly through a corner and it's not the vectoring of that electric rear axle you will feel but instead the sudden arrival of torque at the front axle from the combustion engine as it chimes in, and the disruption of the cornering poise that follows.

This is a pleasant enough car to drive accurately, with some speed and a passing interest in what it's doing, then, but not one to interrogate with greater enthusiasm. At a more relaxed pace it's typically assured, but so much could probably be said about any RX in the range.

COMFORT AND ISOLATION

★★★★½

The RX's front seats are offered at only medium-high altitude so that many occupants can slide in easily, rather than climbing up to get on board. While leg room is generous in both rows, head room isn't huge, although it was sufficient for all of our testers, even in row two.

F Sport trim brings leather-and-suede sports seats with reasonable lateral support, but they lack a degree of adjustability (Takumi-grade RXs have extendable seat cushions, F Sports don't), and some testers found them a little small in one or two respects.

Nevertheless, long-distance comfort in the car is very good, and visibility both forwards and backwards likewise. Several testers were struck by how quiet and well damped the passenger doors sound when being closed, and that both wind and road noise are studiously well filtered. Our test car's ride didn't deal brilliantly with sharper edges and small surface intrusions, clunking noisily at times. Even so, it allowed only 65dBA of noise into the cabin at a 70mph cruise, beating the Range Rover Sport D300 we tested in 2022, if only by a narrow margin.

BUYING AND OWNING

★★★★☆

Starting at just under £60,000 for an entry-level 350h, with prices extending to nearly £80,000 for a fully loaded 500h, the RX is fairly sensibly priced in relative terms. Those prices make it a closer rival, on price at least, to a Range Rover Velar than a new Range Rover Sport – and a note of moderation in its positioning, combined with Lexus's habitual healthy dose of standard equipment, stands to do it quite a lot of good at the moment.

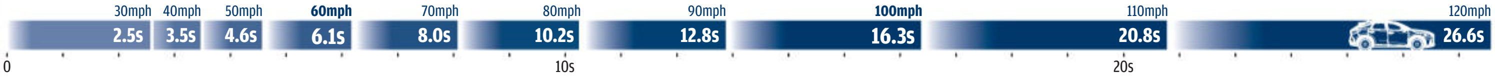
Company car drivers can, for the first time, plump for a PHEV whose CO_2 emissions and 42-mile electric range will put it in the same benefit-in-kind tax bracket as most other plug-in hybrid SUV equivalents.

Those fleet drivers are likely to be opting out of their work schemes if they are taking a regular hybrid instead. But private buyers who couldn't charge regularly anyway, and don't see the sense in carrying around a heavy PHEV drive battery, ought to be happy enough with the real-world economy that an RX 500h can record. Long-distance touring isn't the car's efficiency strong suit, but around town and on A- and B-roads, the hybrid system can return 35mpg without much investment of attention or effort. →

ACCELERATION

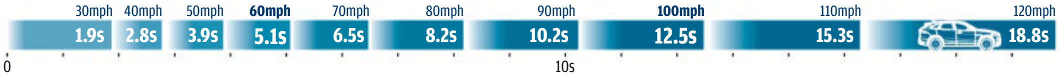
Lexus RX 500h F Sport (8deg C, damp)

Standing quarter mile 14.8sec at 96.1mph, standing km 27.0sec at 120.7mph, 30-70mph 5.5sec, 30-70mph in fourth 7.0sec



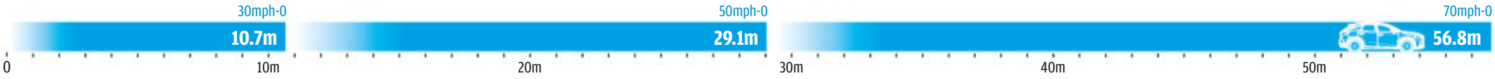
Jaguar F-Pace P400e R-Dynamic HSE (2021, 15deg C, damp)

Standing quarter mile 13.6sec at 104.4mph, standing km 24.8sec at 133.0mph, 30-70mph 4.6sec, 30-70mph in fourth 5.2sec

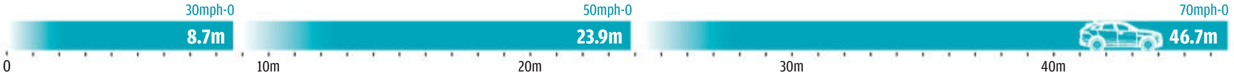


BRAKING 60-0mph: 3.46sec

Lexus RX 500h F Sport (8deg C, damp)



Jaguar F-Pace P400e R-Dynamic HSE (2021, 15deg C, damp)



Data log

LEXUS RX 500H F SPORT

On-the-road price	£74,950
Price as tested	£75,200
Value after 3yrs/36k miles	£42,000
Contract hire pcm	£1081
Cost per mile	na
Insurance	47/£1136

TYPICAL PCP QUOTE

3 years/30,000 miles, 25% deposit £897

Lexus's own personal finance offer, with its 8.9% APR interest rate, isn't the most expensive we have seen of late. This one, through Lexus's online configurator, is based on a balloon payment of a little over £37,000, so should leave something towards your next deposit priced in. The monthly payments could be brought down a little over a longer term.

EQUIPMENT CHECKLIST

Lexus Link Pro 14in touchscreen infotainment, 12-speaker audio, wireless smartphone charging	■
Eight-way electrically adjustable seats, heated and ventilated	■
Head-up display	■
Panoramic view monitor	■
LED headlights with auto high beam	■
Three-zone climate control with Nanoe-E	■
21in F Sport alloy wheels	■
Adaptive variable suspension	■
Active sound control	■
Metallic paint, Azure Blue	**£250**
F Sport Takumi pack (including remote parking; heated, ventilated and electrically adjustable rear seats; Mark Levinson 21-speaker audio; panoramic glass roof; and digital rear-view mirror)	£5000

Options in **bold** fitted to test car

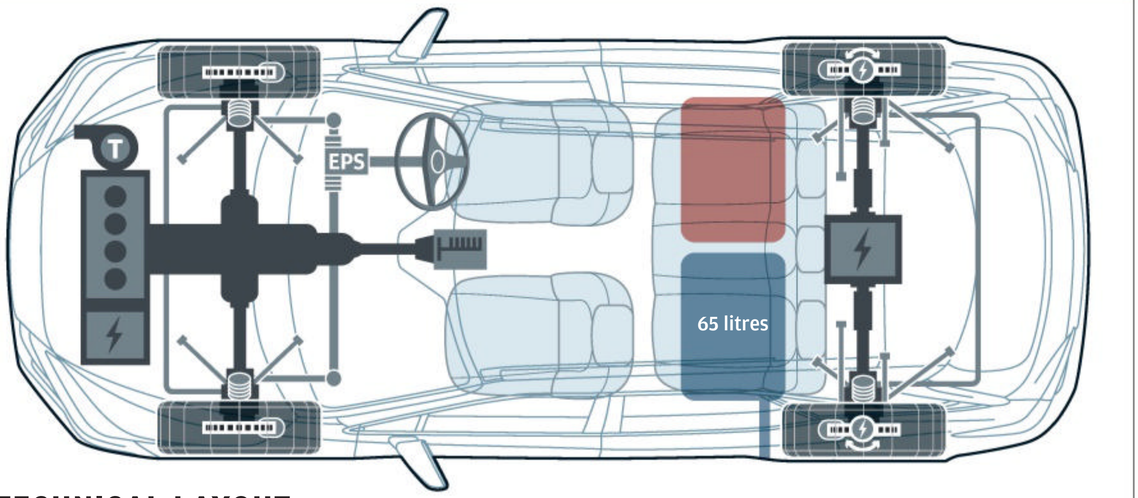
■ = Standard na = not available

CHASSIS & BODY

Construction	Steel monocoque, steel/aluminium body
Weight/as tested	2025kg/2088kg
Drag coefficient	0.35
Wheels	8.0Jx21in
Tyres	235/50 R21 101W, Michelin Pilot Sport 4 SUV
Spare	None (mobility foam)

ACCELERATION

MPH	TIME (sec)
0-30	2.5
0-40	3.5
0-50	4.6
0-60	6.1
0-70	8.0
0-80	10.2
0-90	12.8
0-100	16.3
0-110	20.8
0-120	26.6
0-130	-
0-140	-
0-150	-
0-160	-



TECHNICAL LAYOUT

The new RX moves onto Toyota's global TNGA-K model architecture (Toyota Camry/RAV4, Lexus NX/ES). All UK-market cars are P3-style hybrids with front, transverse-mounted engines, front-mounted motor/generators and mechanically independent electric rear-axle drive motors. All are also primarily powered by four-cylinder petrol engines. Our car weighed 2088kg, distributed 56:44 front to rear.

ENGINE

Installation	Front, transverse, four-wheel drive (via electric rear axle drive)
Type	4 cyls in line, 2393cc, turbocharged, petrol
Power/torque	268bhp/339lb ft
Compression ratio	11.0:1
Hybrid assist	Two permanent magnet synchronous motors (front: 86bhp, 215lb ft; rear: 102bhp, 125lb ft)
Battery type	Nickel metal hydride
Battery capacity	na
Total system power	366bhp
Total system torque	406lb ft
Power to weight	181bhp per tonne
Torque to weight	201lb ft per tonne

TRANSMISSION

Type 6-spd automatic

Ratios/mph per 1000rpm

1st 4.48/5.4 **2nd** 2.52/9.5 **3rd** 1.56/15.4

4th 1.14/21.1 **5th** 0.85/28.3 **6th** 0.67/35.9

Final drive ratio 3.74:1

SUSPENSION

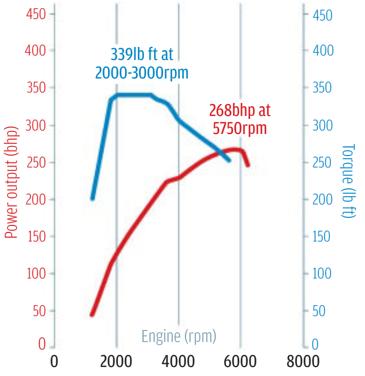
Front MacPherson struts, coil springs, anti-roll bar

Rear Multi-link, coil springs, anti-roll bar

ACCELERATION IN GEAR

MPH	2nd	3rd	4th	5th	6th
20-40	1.8	2.5	-	-	-
30-50	2.0	2.5	3.2	-	-
40-60	2.6	2.8	3.6	4.4	-
50-70	-	3.3	3.8	4.7	6.2
60-80	-	3.7	4.2	5.5	7.2
70-90	-	4.5	4.8	6.2	8.6
80-100	-	-	5.8	7.1	10.1
90-110	-	-	7.5	9.4	12.3
100-120	-	-	11.8	-	-
110-130	-	-	-	-	-
120-140	-	-	-	-	-
130-150	-	-	-	-	-
140-160	-	-	-	-	-

POWER & TORQUE (ICE only)



BRAKES

Front 400mm ventilated discs

Rear 340mm ventilated discs

Anti-lock Standard, with BAS, EBD

Handbrake type Electronic

Handbrake location Right of centre console

STEERING

Type Electromechanical, rack and pinion, with Dynamic Rear Steering

Turns lock to lock 2.7

Turning circle 11.8m

MAX SPEEDS IN GEAR

1	**33mph**	6200rpm
2	**59mph**	6200rpm
3	**96mph**	6200rpm
4	**130mph**	6160rpm
5	**130mph**	4593rpm
6	**130mph***	3621rpm

* claimed

RPM in 6th at 70/80mph = 1950/2228

ECONOMY

TEST MPG	**Track**	12.0mpg
	Touring	31.7mpg
	Average	31.1mpg
CLAIMED	**Low**	32.1mpg
	Mid	37.1mpg
	High	40.9mpg
	Extra high	31.7mpg
	Combined	35.3mpg
	Tank size	65 litres
	Test range	445 miles

EMISSIONS & TAX

CO_2 emissions	182g/km
Tax at 20/40% pcm	£462/£924

SAFETY

AEB, RSA, LKA, FCTA, VSC+, TRC, HAC, e-Latch

Euro NCAP crash rating 5 stars (2022)

Adult occupant 90% **Child occupant** 87%

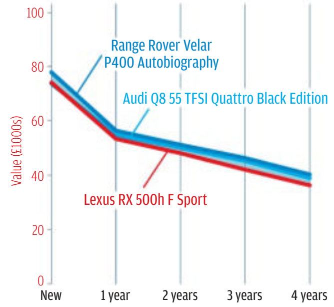
Pedestrian protection 89% **Safety assist** 91%

CABIN NOISE

Idle 42dBA **Max rpm in 3rd gear** 77dBA

30mph 57dBA **50mph** 61dBA **70mph** 65dBA

RESIDUALS



● Competitive forecast puts the RX only slightly behind key rivals for retained value over three years.

THE SMALL PRINT Power-to-weight and torque-to-weight figures are calculated using manufacturer's claimed kerb weight. © 2023, Haymarket Media Group Ltd. Test results may not be reproduced without editor's written permission. For information on the RX 500h, contact Lexus GB Customer Services, Great Burgh, Burgh Heath, Epsom, Surrey, KT18 5UX (0800 246 824, lexus.co.uk). Cost-per-mile figures calculated over three years/36,000 miles, including depreciation and maintenance but not insurance; Lex Autolease (0800 389 3690). Insurance quote covers 35-year-old professional male with clean licence and full no-claims bonus living in Swindon; quote from Liverpool Victoria (0800 066 5161, lv.com). Contract hire figure based on a three-year lease/36,000-mile contract including maintenance; Wessex Fleet Solutions (01722 322888).

AUTOCAR ROAD TEST No 5616

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VERDICT

★★★⯪☆

Classy and luxurious, but that might not be enough for keener drivers

Being able to pick gear ratios for yourself is a small change that makes a meaningful difference to the driving experience of this hybrid SUV. Its six-speed automatic gearbox is part of a powertrain that really has its moments. It isn't in any way excessive or savage, but is slick and easy to operate; potent enough in outright terms to make a big, heavy car feel brisk; pleasingly responsive for accessible, real-world roll-on performance; and still efficient enough to feel like a responsible choice in 2023.

So the powertrain in this RX can be considered a success. Its cabin isolation, its richness and perceived quality, and its wider credentials as a luxury car are impressive, too.

To those who might otherwise have given up their BMWs and Range Rovers for this Lexus, then, it will seem a shame that the RX's chassis feels so comfort-centred and natively front-driven. The 500h F Sport offers questionable country-road body control and limited handling agility or dynamism even for a big car. There's enough, perhaps, for an RX devotee to feel good about their smart new purchase, but not enough to recast the RX's fairly steady, unsporting positioning among much more dynamic rivals.

Testers' notes

MATT SAUNDERS
This isn't really a performance SUV, and you don't need to travel more than a few feet in it to know it. Yet the car is quick enough, and dynamically precise enough, to make plenty of journeys enjoyable, if you choose your routes to suit it.

ILLYA VERPRAET
There are lots of good active safety systems on this car, but the speed limit alarm isn't one of them. It bleeps if you stray even one mile an hour over the posted limit, it needs deactivating every time you start and there's no button for it. Maddening.

Spec advice

If you want the 500h powertrain, you need F Sport trim. Don't bother with the Takumi pack upgrade (£5000) if you are likely to have taller adults in the back.

Jobs for the facelift

- Deactivate the accelerator's kickdown switch when manual mode is engaged.
- Experiment with height-adjustable air springs: they will achieve more for the car than adaptive dampers can.
- Add a cursor controller for the infotainment system to the left spoke of the steering wheel.

ROAD TEST RIVALS

Verdicts on every new car, p74

	1	2	3	4	5
	PORSCHE CAYENNE E-HYBRID	**RANGE ROVER VELAR P400E R-DYNAMIC HSE**	**BMW X5 xDRIVE45E M SPORT**	**LEXUS RX 500H F SPORT**	**MASERATI LEVANTE HYBRID GT**
	Perhaps not the best Cayenne but still a Cayenne, and as defining and dominant a performance SUV as you'll find.	Has desirability, cabin richness and is appealing to drive. Misses the sub-50g/km BIK tax bracket.	Updated six-pot 50e X5 PHEV is imminent in the UK, but even the outgoing one has Lexus licked on performance and economy.	A luxury SUV first and driver's car quite a distant second – but appealing for its richness and refinement all the same.	Maserati's four-cylinder hybrid offers little compared with rivals. The car is otherwise disappointing in key areas.
	★★★★⯪	★★★★☆	★★★★☆	★★★⯪☆	★★★☆☆
Price	£73,855	£72,905	£74,880	£74,950	£77,330
Power, torque	456bhp, 516lb ft	398bhp, 472lb ft	389bhp, 443lb ft	366bhp, 406lb ft	326bhp, 332lb ft
0-62mph, top speed	5.0sec, 157mph	5.4sec, 130mph	5.6sec, 146mph	6.2sec, 130mph	6.0sec, 152mph
CO_2, economy	71g/km, 91.1mpg	56g/km, 112.6mpg	29g/km, 217.3mpg	182g/km, 35.3mpg	232g/km, 27.7mpg

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Just like each year, more surprises will be in store. In the meantime, here is what you can expect this summer.

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TOP 5 UNMISSABLE THINGS AT THE FESTIVAL OF SPEED

THE HILLCLIMB

The hillclimb runs directly through the heart of the event. Each year, drivers race to the top in their bid for the quickest time across the four-day festival. Who will be crowned the champion of the 2023 Festival of Speed?

ELECTRIC AVENUE

With over 20 models on display, Electric Avenue will be bigger and better for 2023. You'll be able to learn more about the benefits associated with switching to electric, with the help of our partners on hand to answer any questions you may have.

FIRST GLANCE PADDOCK

Here is where you can get up close to all the latest vehicles from the automotive world. With many cars under tight wraps ahead of the festival, visiting the First Glance Paddock presented by heycar is essential to see what the future of the motoring industry has in store.

SUPERCAR PADDOCK

The Supercar Paddock is THE place to see the world's newest and most powerful supercars up close and personal. With manufacturers making debuts every year and firing them up the Hill, it's the only show worldwide that lets you see and hear the newest supercars. 2022 saw the dynamic debut of some truly incredible machines! Cars like the new Mercedes-AMG One, the BMW M3 Touring, the Ferrari SP3 Daytona and the Czinger 21C all made breathtaking appearances, along with many others.

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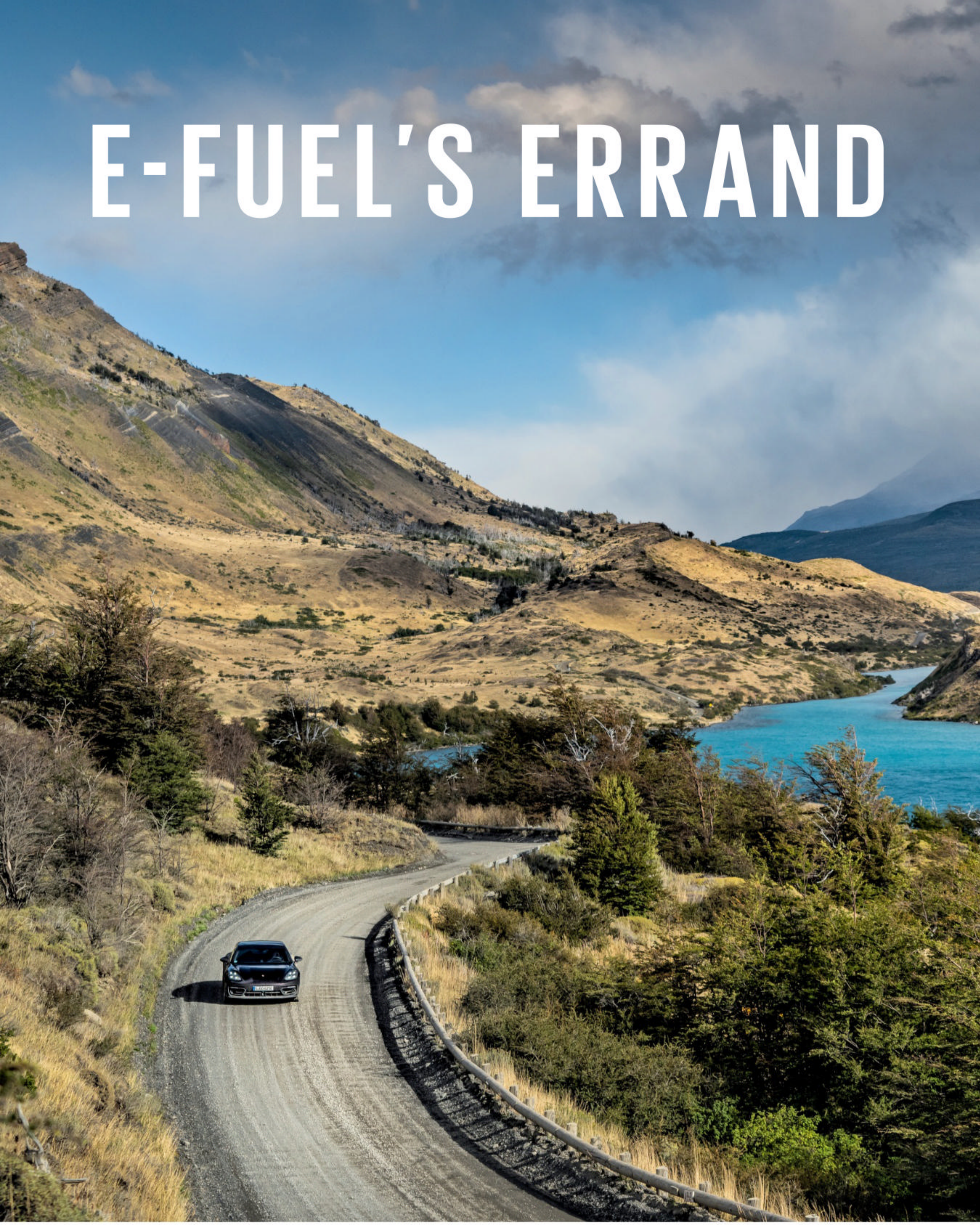
E-FUEL'S ERRAND



Synthetic fuel offers a carbon-neutral way to enjoy existing combustion engines, but is the technology viable? **Richard Lane** heads to the end of the world, and Porsche's pilot plant, to fill up and find out

Finding words that convey the sublime sensation of melting into the leather-lined, double-glazed privacy of a six-figure super-saloon after three chaotic flights and 37 sleepless hours in transit isn't easy, although I'm sure our hosts have a specific expression for it.

And just as the Germans have terminology for almost any imaginable sentiment, Porsche seems to have a solution for any propulsion-related eventuality. Initiated by the Taycan, its battery-electric offensive is off to a truly enviable start, yet you can still enjoy the howling delights of a 9000rpm fossil-fuelled flat six courtesy of the 911 GT3. The line-up also includes numerous hybrids, and Porsche Engineering is at work getting its 4.4-litre V8 to drink hydrogen and has even simulated a Nordschleife lap time.

But now there's another strand, which is why we're in windy, isolated Punta Arenas. The capital of Chile's southernmost region and sealed off from the rest of the country by glacier, fjord, forest and sea, it sits on the Strait of Magellan. It also feels obscenely far from Weissach but is the ideal place for making hydrocarbon-based fuel without any drilling, fracturing or mining.

We will address the 'how' shortly, but the end product is where our six-figure super-saloon comes in. Sitting outside an airport where commercial airliners share Tarmac with Twin Otters in the deep red of the British Antarctic Survey is our V6-engined Panamera for the next day or two. However, with apparently carbon-neutral, synthetic e-fuel sloshing about its 80-litre tank, this is no ordinary Panamera – except that it absolutely is. And that's the point. Porsche says existing engines can operate on this special liquid entirely unaltered.

Some background. You will have heard of sustainable fuels – those that regurgitate during combustion only carbon that was pre-existing in our atmosphere before it was absorbed for the production process. They are becoming increasingly commonplace in motorsport. Last year, every car on the grid at the Le Mans 24 Hours was powered by renewable fuel derived from wine residues. TotalEnergies ferments the lees and marcs to create bioethanol, from which an FIA-certified race fuel is concocted. King Charles' Aston DB6 runs on something similar. From 2026, Formula 1 will switch from a blend of fossil fuel and renewable ethanol to an almost entirely synthetic product from Aramco.

Arguably the best-known purveyor in the UK is Essex-based Coryton, which uses a process similar to TotalEnergies' and claims superior economy to fossil-derived E10, although it still needs to charge around twice the price of regular unleaded. For Prodrive, running Coryton in its T1+ Dakar car, that won't raise an eyebrow. It's not quite the same for your average E36-gen BMW M3 owner but the plan is for costs to fall. ➔

Pilot plant has just one turbine; future sites will be notably bigger

Gravel roads test the Panamera's ability – and it passes convincingly

So while the likes of ExxonMobil and BP held patents for this kind of tech as long ago as the 1970s, only now is awareness and the real-world application of synthetic fuels growing. And that also applies to the crucial political dimension.

Thus far, in terms of reducing transport emissions at scale, experimental synthetic fuels have mostly been an irrelevance to EU legislators. Consequently, the number of car makers who have expressed interest publicly – Porsche, BMW and Ferrari chief among them – is still easily surpassed by those already committed to curtailing their engine development programmes and going all in on electric cars. Last year's long-foreshadowed announcement that the EU would outlaw the sale of all new CO_2-emitting cars and vans from 2035 has been instrumental in creating this status quo.

However, there's been a recent twist in the tale. Quite a seismic one. A "legislative car crash" was how one well-respected, pink-hued broadsheet put it after Germany and Italy, worried about what effect the EU's all-out electrification drive might have on their current competitive advantage, demanded exemptions for cars that run on synthetic fuels. This last-gasp 'request', delivered at the rubber-stamping stage, temporarily leaves the 2035 plan in disarray.

Without those countries, the planned ban cannot proceed and yet, fundamentally, synthetic fuels do still emit CO_2 when combusted. Who will prevail? It will be fascinating to find out, but one thing is for certain: the spotlight has been trained towards a technology that has already brought optimism in the car world yet that almost nobody outside of motorsport or fuel engineering has experienced first hand.

AS CLEAN AS A WHISTLE?

Which brings us back to gusty Patagonia. A corner of the planet where almost everything whistles. Gate posts, road signs, your clothes, your mind – they all whistle in the wind. It's so relentless that the electricity-generating turbine that, in the case of Porsche's pilot plant, kick-starts the e-fuel process can operate at maximum load for an average of 270 days annually. For much of the remainder of the time, the vanes are aligned with the wind and essentially taken offline, for their own safety.

The facility is called Haru Oni and it's a short, carbon-neutral cruise from the airport in the Panamera. Except that, rather than Porsche, it's operated by Chilean company Highly Innovative Fuels (HIF). It's the holding company, HIF Global LLC, in which Porsche has invested $75 million (£62m) for just a 12% stake. Chile's Andes Mining and Energy is the majority shareholder.

So is Porsche's presence just a savvy bit of PR all round? In part, yes. HIF gets to promote its product using glamorous machines from arguably the most respected name in automotive engineering. Meanwhile, Porsche gets to add another string to its carbon-reducing bow, gains plaudits from environmentally aware drivers and restores hope on planet petrolhead – and all of it for a relatively small outlay. In 2022, the firm spent €6 billion (£5.3bn) on electromobility. This e-fuels game is pocket money in Stuttgart.

But then there's that political element. While Porsche says it hasn't been directly involved in its government's belatedly lobbed spanner into the EU works, proof of concept is, as ever, powerful.

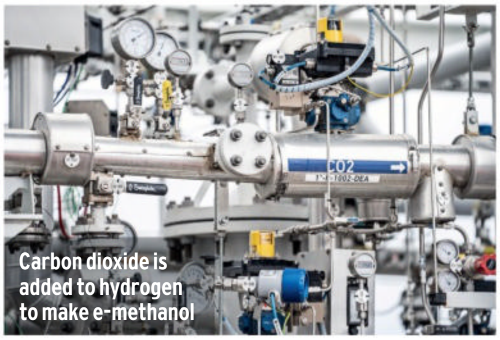
Marcos Marques, Porsche's e-fuels project lead, says: "We're waiting for a decision while showing that it's feasible – that [e-fuels] can be done and that from an environmental perspective it makes a lot of sense and is a great addition to the electrification strategy."

It's hard to argue against that, even allowing for the fact that engines are a lifelong passion for Marques. His CV includes not only Audi's five-pot turbo unit but also its skunkworks-style integration into the second-gen R8, back when it looked like the supercar's naturally aspirated V10 might be headed for an early regulatory bath. He also worked on Porsche's 850bhp 5.0-litre twin-turbo flat eight, but that's a story for another time.

Asked why Porsche is engaging in e-fuels at a point when it has seemingly already gapped its rivals in the race to build compelling battery-electric driver's cars, Marques is circumspect.

"That's how Porsche always was," he says. "We try to solve problems and are not afraid of being out of our comfort zone. [Fuels] is not a business that we usually do, so we found strong partners to help us. But also, the brand helped those partners believe that this is something tangible."

The official corporate line is more altruistic in feel. It is simply that, with 1.3 billion combustion-engined vehicles already on the road, the electrification of factory-fresh cars alone isn't



Carbon dioxide is added to hydrogen to make e-methanol

Haru Oni can generate various grades of fuel

> Porsche gains plaudits from eco-aware drivers and restores hope on planet petrolhead

Chassis comes to life on the smooth Ruta del Fin del Mundo

a solution for bringing CO_2 emissions to heel quickly enough to safeguard the climate.

This is also undeniable. And when you apply the legacy transport thinking to, say, commercial aircraft, which in 2022 cumulatively combusted on average 18,000 litres of aviation fuel *per second*, you can see why e-fuels might be beneficial. Of course, Porsche has also thoroughly confirmed the ability of its synthetic fuel to future-proof an old 993-gen Carrera, just to make sure the whole project is, y'know, really worth all the effort.

So, the process itself. At Haru Oni – announced in 2021 but only coming online in December last year – the starting point for fuel production isn't biomass like it is for Coryton or TotalEnergies but green electricity generated by those fierce winds. That electricity is then used to perform electrolysis on water, creating hydrogen that's combined with CO_2 (currently sourced as a by-product from a local brewery, but in future to be extracted directly from the air). The result of this is e-methanol – essentially a proxy for crude oil. That e-methanol can then be sent off to ExxonMobil to be hydroprocessed and refined in various ways, ensuring compliance with the DIN EN 288 fuel standard. Its octane number can even be punted into triple figures if necessary, ➔

and for 2023, Haru Oni's product will be used for Porsche's one-make Supercup series. The cars' thirst of 5000 litres per race weekend will be satisfied by the pilot plant's 130,000-litre annual output, tiny though that is in an industry context.

Scalability is in the pipeline, though. As HIF general manager Tatiana Alegre explains during Autocar's tour of Haru Oni, projects are planned in other corners of the world – places from which transporting renewably made electricity long distances would be expensive and inefficient but where making an easily contained, energy-dense liquid fuel makes more sense.

HIF's Tasmanian plant is expected to begin commercial production in 2026, using wind- and solar-generated electricity to turn out not 130,000 litres annually but 100 million. Construction of a Texas plant begins in 2024, with 750 million litres expected and electricity for electrolysis generated by nuclear power. In time, HIF also hopes to build another plant in Patagonia.

So does all this mean that, some day very soon, we'll be blatting around, bouncing off our cars' rev limiters, almost entirely guilt-free?

Nice idea, but not quite. First, the maths isn't there. Even with every HIF plant in operation, you're still talking about less than one billion litres of e-fuel made annually. For context, UK road transport alone chomps through roughly 46 billion. Even alternative e-fuel operations in Scandinavia and the Middle East wouldn't yet bolster global output enough for the meaningful and widespread replacement of fossil fuels.

The manufacture of synthetic fuels is also rather intensive and on a per-mile basis requires more energy – clean or otherwise – than is needed to directly power battery-electric vehicles. And the end product will be expensive. These are strong counterarguments that do little to undermine the BEV. And here's another: with e-fuels, local emissions are undiminished. Europe, at least, still seems very much on track for a BEV future, for private passenger vehicles.

It's more likely that HIF's e-methanol will be deployed for transport where big batteries are not an answer. It will be upgraded into e-kerosene at local refineries for use in aircraft, or just sent directly to the docks as e-methanol for ships. And if we're talking about an automotive use case, HIF's fuel will most likely be bought by the major distributors and blended into existing fuels for those companies to obtain the various environmental credits they may one day need for offsetting fossil-based fuels. Porsche itself admits that there is currently no strategy to get its pure e-fuel into owners' hands. It will instead be used at 'lighthouse' projects – the Supercup races, at Porsche Experience Centres, and so on.

Still, fuelling up at Haru Oni and heading north into the rutted, rugged, conversation-stopping beauty of the Torre del Paine National Park with 552bhp under my right foot, all-season rubber under wheel and the knowledge I'm making no net contribution to global CO_2 does feel pretty bloody satisfying. Odd, and in hands-on terms unremarkable, but satisfying all the same. Even in an EV, there's a chance a good degree of coal or gas has found its way into the energy chain. Not so with our renewable e-fuel.

Carving down the freshly laid Ruta del Fin del Mundo after splashing and chivvying the Panamera over horribly corrugated dirt tracks, air springs extended for ride height, there's been nothing to suggest the V6 is drinking anything other than old-school fossil fuel. Or that anybody, anywhere, actually needs a 911 Dakar. The Pana hasn't blinked, and on 97 RON man-made fuel, its 3.0-litre V6 spins freely and sonorously, responsive and linear as ever. Perhaps the biggest surprise is the car's near-inexhaustible washer fluid tank, which must be the size of a bathtub. That and the fact that the paint job seems to have morphed from lustrous Cherry Metallic to matt-finished Patagonian Sludge.

THE BOTTOM LINE

Synthetic fuel, then. Whether made from biomass or, as with Porsche's e-fuels, from electrolysis with renewable energy, they are compelling but complicated. At an enthusiast level, their appeal hinges on availability and price – factors that certainly won't align soon.

In all likelihood, you won't even be aware of your first run on a synthetic fuel, unless you go out of your way to source some from the likes of Coryton, or visit a Porsche Experience Centre. Instead, it will have been quietly brought on stream by certain distributors, in certain markets, and to differing levels of purity.

But those are details. The big news is e-fuels are here and they work. Remote Haru Oni shows an ethical door can be left ajar for the engines that already exist and, just maybe, some special ones still to be conceived. All eyes on Brussels.

Panamera 4S
S GO 625E

Lane fills up with 97 RON, direct from the Haru Oni e-fuel plant

V6 engine behaves as before but with fewer fossils involved

Marcos Marques, project lead for e-fuels at Porsche

> “In all likelihood, you won’t even be aware of your first run on a synthetic fuel”

PORSCHE PANAMERA 4S E-HYBRID

Rating	★★★★☆
Price	£105,300
Engine	V6, 2984cc, twin-turbocharged, petrol, plus electric motor
Power	552bhp
Torque	553lb ft
Gearbox	8-spd dual-clutch automatic, 4WD
Kerb weight	2225kg
0-62mph	9.7sec
Top speed	185mph
Battery	17.9kWh
Economy	100.9-128.4mpg
Electric range	29-33 miles
CO_2, tax band	50-64g/km, 12-17%

THE WORLD'S FASTEST INDIAN

With 1900bhp, the Pininfarina Battista EV appears equipped to smash the Audi R8 V10's Indian speed record. **Hormazd Sorabjee** tries to hold his nerve up to 360kph

PHOTOGRAPHY AKBAR MERCHANT

There's no shortage of superlatives to describe Pininfarina's drop-dead gorgeous Battista. It's the fastest, the most powerful, the most expensive and the heaviest supercar that I've ever driven.

For Mahindra, which gave the 'PF0' road car project the go-ahead after acquiring the famous Italian design house in 2015, the 1900bhp Battista is a matter of immense pride. This electric rocket has shot the home-grown Indian SUV specialist to the pinnacle of power and performance at the pointy end of the hyper-EV market.

Mahindra has always had big electric ambitions. It's the only Indian company to field a Formula E race team and in August last year unveiled a bold plan to launch five all-new, all-electric SUVs in the next four years.

Automobili Pininfarina is the Kohinoor of Mahindra's electric portfolio, and that's something Mahindra wants to talk about, even flaunt, which is why it brought the Battista to the Hyderabad round of the Formula E championship. And then we had an idea…

Since the car was already in India, why not have some fun of our own before shipping it back to Italy? And it doesn't get more OTT than maxing out the Battista to set some speed records at the state-of-the-art new Natrax test facility, 400 miles from Hyderabad.

The pride of the sprawling 3000-acre site is its seven-mile high-speed track, the only one of its kind in Asia. Four lanes wide, with two long, shallow bankings connecting the 1.2-mile straights, this is India's temple of speed.

The target was the 332.2kph (206.4mph) Indian speed record set by Aditya Patel for Autocar India in

> “It slams my head back, squeezes my cheeks and empties my lungs”

Sorabjee (far left) and team celebrate

KEEPING COOL UNDER PRESSURE

The main objective of setting a speed record in the Battista turned out to be a breeze. The tricky part was doing it in the small window in which the battery was in its optimum state.

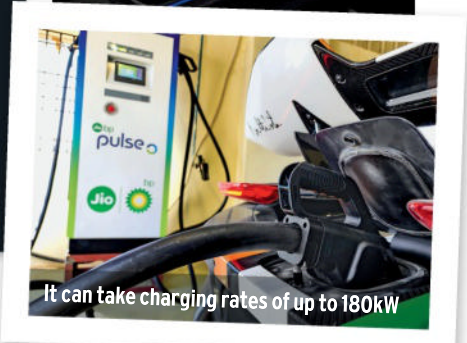
For normal driving, the Battista gives a claimed range of 300 miles, but frequent 200mph-plus sorties suck a lot of watts out of the battery and heats it up as well. Therefore, to use every one of the Battista's 1876 horses, the battery needed a 60% or higher state of charge and a temperature below 55deg C.

If the battery drops out of either threshold, the battery management system will automatically reduce power and performance.

So timing was everything: we had to go for V-max on the first lap when the battery was cool and fully charged, which is all it took was a bit of the banking and half a straight to hit the top speed while the rest of the lap was used to cool the battery.

Charging was another challenge. The Nastrax charger wouldn't synchronise with the Battista, so we relied on a 60kW DC fast charger and a back-up 40kW portable unit that the Pininfarina team had lugged from Italy.

Battery Fast-Charging


It can take charging rates of up to 180kW

2016 in an Audi R8 V10 on a closed section of a newly constructed road in Hyderabad. Natrax undoubtedly makes the job a lot easier.

Activating launch control is easy. Hold the brake pedal down hard and then the accelerator. You hear a distinct click, like a gun locked and loaded. To squeeze the trigger, release the brake pedal.

Brutal is too mild a word to describe how the Battista feels in its full-blown Furiosa mode. The ferocity with which it accelerates slams my head into my seat, squeezes my cheeks back and sucks the air out of my lungs. I've never experienced such acceleration.

My first instinct is to lift off, because the forward thrust is so savage and so immediate that my brain just can't adjust to what's happening. But I keep my foot firmly planted and the Battista keeps pulling hard, with no let-up in intensity.

On the seemingly never-ending banking, I gently build up speed to get a smooth and fast exit. Swooping off the long banked curve at 290kph (180mph) and onto the straight, my foot goes flat to the floor. This is it. The digital speed readout climbs at a frenetic rate to indicate the car's monstrous and unrelenting acceleration: 320, 330, 350, 360 and then no more. I've hit the speed limiter set by Pininfarina in just half of the 1.2-mile straight.

The Battista could go even faster, but the speed has been capped because tyres are a limiting factor. Still, the data recorder on board accurately reads 358.03kph (222.5mph), so I've just set two new speed records, for the fastest car and the fastest EV on Indian soil.

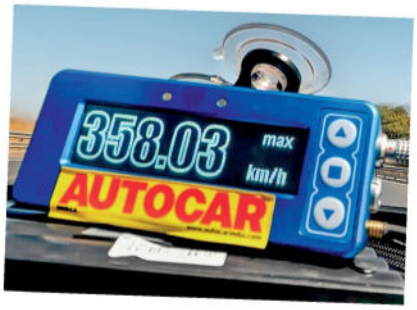
And then we go one better, as Renuka Kirpalani, who heads Autocar India TV, jumped in after me and recorded 357.10kph (221.9mph) to become the fastest Indian woman in the world.

In one day, the Battista has broken three Indian records and narrowly beaten the Rimac Nevera, which shares the same powertrain and mechanicals, to become the fastest-accelerating production car in the world. It set the fastest time to 300kph (10.49sec), to a quarter mile (8.5sec) and to a half mile (13.38sec).

What's truly astonishing is the nonchalant way in which the Battista set these records. It felt as solid as a rock. Nothing I've ever driven felt as planted at 200mph-plus.

The aerodynamics help, as does the heavy 120kWh battery pulling the car's centre of gravity closer to the ground. In contrast, the direct and sharp steering is a bit over-sensitive, calling for precise and gentle inputs.

To be honest, the effortless manner with which the Battista hit its top speed was a bit of an anticlimax. It was completely the opposite of the white-knuckled, heart-pounding ride that I had feared it would be. Sure, the brain-bending way the Battista rockets forward is something no ICE car can beat, and it's an experience you can never forget or get used to. At the same time, the soul-destroying acceleration is all too linear and seamless, making 220mph and beyond feel like a Sunday drive – almost. Effortless and electric. **A**



Rate at which the car attained speed was mind-blowing...

...yet the effort required of its driver was minimal

“At the end of the day, we’re a business. We have to make sure that we make money”

The new Explorer EV heralds the start of an all-out transformation for Britain’s favourite car maker. **Felix Page** goes behind the scenes at Ford of Europe and meets its boss Martin Sander to hear more

PHOTOGRAPHY LUC LACEY

Ford's vast plant on the Rhine is being refitted for EVs

Ford of Europe is shrinking its model line-up

Despite the fact that it rides on a familiar platform (the MEB from the Volkswagen Group), is a fairly conventional shape and is aimed right at the heart of Europe's busiest car segment, the new Ford Explorer EV is about as revolutionary as any car revealed so far this decade.

Not necessarily in terms of its technological make-up or its functionality targets (both being largely in line with what has come to be expected of cars of its type) but because it marks the start of a ground-up overhaul for a large, historic and much-loved car maker.

Ford's reinvention has been a long time coming, and so far the headlines (which often transcend the automotive media sphere, such is the firm's societal weight worldwide) have predominantly been focused on the company's shedding of aspects of its previous era: Mondeo, Fiesta and Focus retired, Saarlouis factory up for sale and, most recently, 3800 European jobs axed in Ford's EV shift. Even if those losses were made in the pursuit of lofty new electrification and profitability objectives, each came as a crushing reminder that Ford had yet to show anything truly tangible of its shiny new future.

Now, though, it has. And not only has it revealed the Explorer in full, but it's very nearly ready to start building it in huge volumes at the Cologne factory where production of the Fiesta will soon come to an end. Ford will soon reveal another MEB-based electric car, followed by EV versions of the Transit Custom, Tourneo Custom, Transit Courier, Tourneo Courier and Puma over the next year. It's a rapid-fire product line overhaul in keeping with a strategy to offer an all-electric car line-up by 2030 and phase out ICE commercial vehicles five years later.

The man charged with leading this transformation, as general manager of the newly created Ford Model E division, is former Audi sales boss Martin Sander, who took the reins as the company's highest-ranking European executive from recently retired Stuart Rowley and who now reports directly to global CEO Jim Farley.

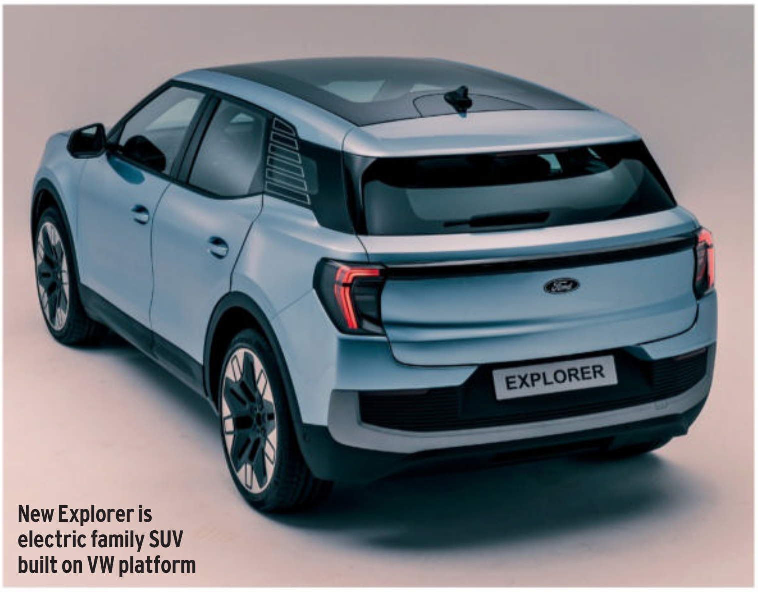
Sander tells me he has received a "very warm welcome" since joining in June 2022 and says the scale of what the company is trying to achieve has been evident since day one: "Everywhere you see that there's a clear vision to it: to tackle what is going on in the industry and really build a new Ford – globally but definitely also in Europe."

From the window of his office in Ford's imperious mid-century-style European headquarters, Sander can look out across the company's sprawling Cologne factory, where in just three months' time the final Fiesta will roll down the line to make way for the Explorer, bringing to an end nearly half a century of production of the all-conquering supermini across eight generations – a particularly poignant symbol of just how drastically Ford is rethinking its product offering.

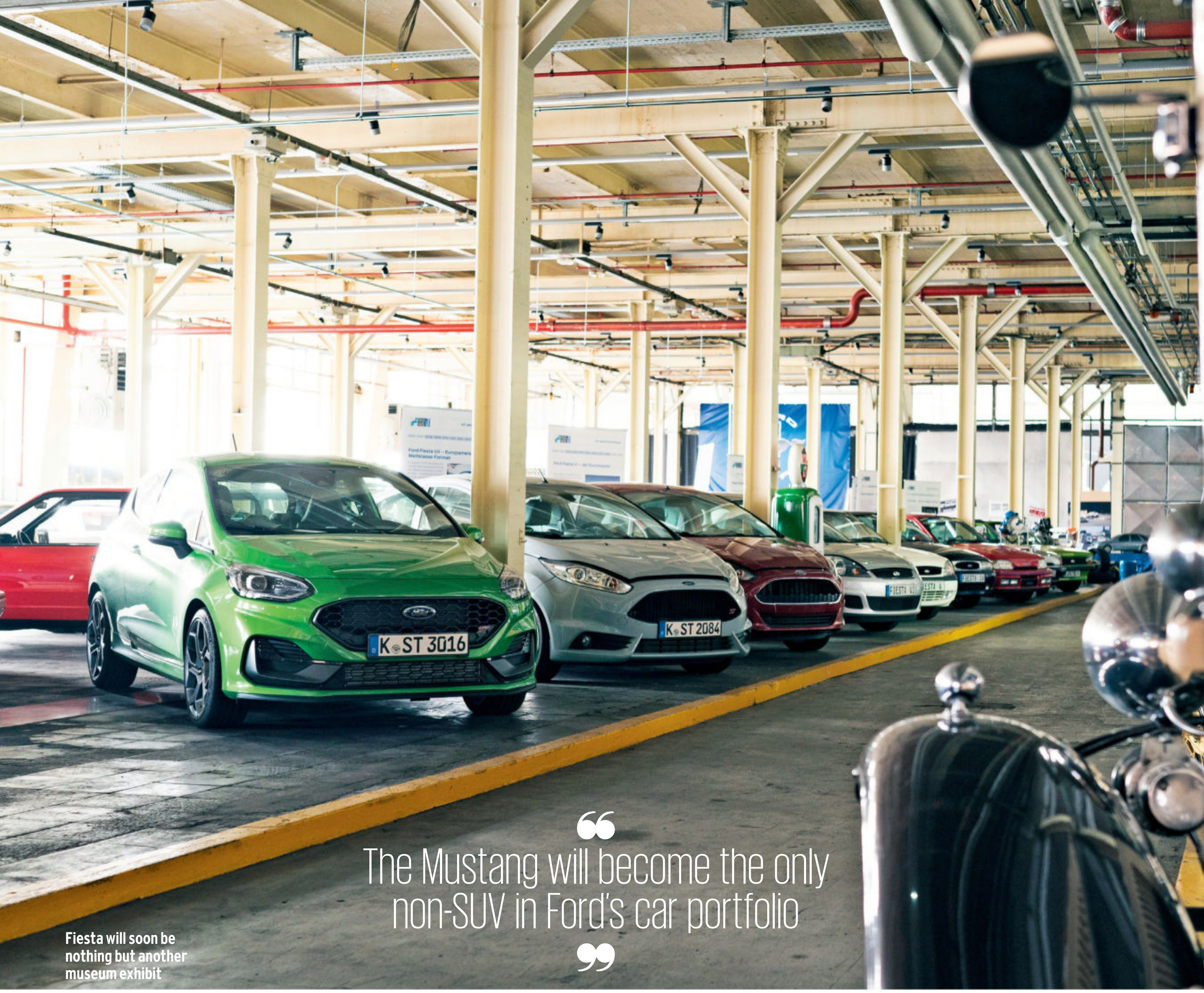
"It's sad, because owners have great memories," muses Sander, acknowledging the tidal wave of social media dissent that met the official announcement of the Fiesta's demise. "It was a tremendously successful vehicle over so many years. But if you want to grab something new firmly with both hands, you also have to be willing to let something go."

The 'something new' that Sander wants to grab is a slice of the expanding EV-flavoured pie that is comparable in terms of its profitability and significance to the slice Ford used to hold of the now-staling ICE car segment.

For a long time, Ford's commercial vehicle business, fronted by the indomitable Transit, has been a much more lucrative operation than its passenger car business in Europe, and the onset of EVs gives the company a good opportunity to redress the balance, albeit with a much slimmer portfolio of cars and, initially at least, with the assistance of VW, its biggest rival – a critical ➔



New Explorer is electric family SUV built on VW platform



> The Mustang will become the only non-SUV in Ford's car portfolio

Fiesta will soon be nothing but another museum exhibit

component of the firm's ongoing viability in this market.

"We have to electrify everything, and Ford can't do everything at the same time," explains Sander. "This is why, if we didn't have the co-operation with Volkswagen, we wouldn't have an electric volume [selling] vehicle in the market in Europe right now. A few years later, possibly, but not now. So speed to market is clearly the key argument to go for a partnership strategy."

The larger Mustang Mach-E, based on a bespoke Ford platform, has been "tremendously successful" since its 2021 arrival, accounting for the bulk of the firm's 25,000 EV sales in Europe last year.

"But the market is too small, so you don't see enough on roads," says Sander. "The Explorer will be very different: it's in the core of the market, [so] it will get very high visibility just a couple of weeks after launch."

Indeed, Ford plans for the Explorer and its second MEB-based EV to achieve comparatively colossal sales volumes of 600,000 over the next three years.

Simply swapping the Fiesta – with its razor-thin margins and hard-to-electrify platform – for the vastly more expensive and much larger Explorer isn't the only piece of the commercial viability puzzle, which is why Ford is revamping every conceivable aspect of its European operations in a bid to stabilise its footing near the summit of the car sales charts.

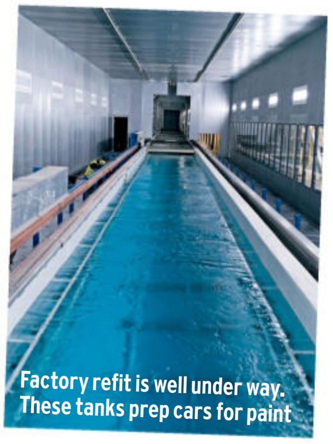
That begins – counterintuitively, it might seem – with Ford taking the axe to its long-established car line-up. The Fiesta and Focus aren't the only stalwarts bowing out: so too are there no replacements for the Mondeo, S-Max, Galaxy and Ecosport waiting in the wings. The future for Ford is all about playing to its strengths in arenas where its brand values stand it in good stead or it can lean on another brand's hardware to help it get there.

"We aren't going to enter a segment just to be there, just because of competitors who have a totally different industrial footprint and totally different structures," vows Sander. "We're going to be much more picky when it comes to deciding where we're going to play and where we want to be in order to build a profitable business. Because at the end of the day, we're a business. We have to make sure that we make money."

This strategy was first alluded to in 2019, when Ford pledged to usher in a "more targeted" line-up as part of a global cost-cutting programme aimed at boosting its competitiveness and stability – not just in Europe but worldwide – as it electrified.

As part of this shift in priorities, the Puma will become Ford's smallest dedicated car and the low-volume Mustang coupé/convertible the only non-SUV in its car line-up – a similar approach to that taken in the US, where the firm long ago pledged that "almost 90% of the Ford portfolio in North America will be trucks, utilities and commercial vehicles" by 2020.

And how best to replicate Ford's Stateside success? For the brand to be more American, obviously. It's an approach that it has toyed with tentatively in the post 'world car'



Factory refit is well under way. These tanks prep cars for paint

era, sending the Mustang to the UK in 2016 with its steering wheel on the right for the first time.

"We see how attractive our very iconic products are in Europe," says Sander. "The Ranger [pick-up] is by far a market leader in Europe and the Mustang has a huge following, so we know the products which are most true to the DNA of our brand are successful in the European market. And in general, Europeans have a very positive attitude about America. The freedom, the entrepreneurship – all these American values in general resonate with European consumers."

This doesn't necessarily mean, stresses Sander, that each of Ford's successful US models – among them the Bronco 4x4, the more road-biased Bronco Sport and the unstoppable F-150 pick-up – are in line to be exported in any great volumes across the Atlantic, but it does herald the advent of a more American-flavoured approach to Ford's brand presentation.

And let it not be forgotten, Sander emphasises, that as well as being steeped in Motown heritage, Ford remains a "family-run company", with Henry's great-grandson Bill serving as executive chairman and his great-great-granddaughter Elena appointed as chief customer experience officer in 2018.

"From a technical and product substance perspective, I'm deeply convinced that we have everything we need in order to compete in the future," says Sander. "But this isn't enough. We need this emotional appeal, this huge value this brand can bring to the market, where possibly we have a little bit punched under our weight and can improve the way consumers perceive our brand significantly."

With a new line-up on the way, a "right-sized" workforce in place and an adjusted factory network to accommodate both (Cologne is being rebuilt as an EV hub, Saarlouis will no longer build cars and Turkey's Ford Otosan now owns the Puma factory in Romania), Ford of Europe is now turning its attention to the next part of the process: selling these cars to customers old and new.

The importance of getting these mechanisms right can't be overstated. Even before Ford had announced the Fiesta's retirement, the supermini had long since conceded top spot in the UK ➔

Ford's vans are joining its cars in going electric

Sander joined Ford last June after 25 years at VW Group

MARTIN SANDER IN THE HOT SEAT

How can Ford make a multimillion-pound commitment to Formula 1 while axing 3800 European jobs?

"We have to do what's necessary in order to descale our business and to translate the drastic reduction in complexity we see in the business in our move from ICE to electric vehicles. We have to translate this reduction in complexity into our organisation and our cost structure. Otherwise, we will not be competitive with companies who are EV-only, like Tesla and whoever is coming. That's part of the job. But the other part of the job is to create exciting future business, to create more excitement for our brand. And if the marketing specialists come to the conclusion that it's more efficient to spend money in this partnership [with Red Bull] than in traditional advertising, then I think it's a smart move."

Has a decision been made on the future of the Saarlouis factory?

"We've made the decision. We announced that we aren't going to build vehicles [there] any more after the run-out of the Focus; 2025, that's what we're planning at the moment. We're in discussions with several interested parties. We're looking into the opportunities of setting up business on that side. OEMs, other businesses, other industries: there's really a wide range of interesting interested parties [who] we're in discussions with at the moment."

Does the UK still have a role to play for Ford?

"Absolutely. Dunton is the global centre of excellence for light commercial vehicles, supported of course by the manufacturing team in Germany. In the UK we have drivetrain manufacturing [at Halewood]. We made a huge investment of £380m into [EV] drivetrain technology there. And of course the UK is a huge market force: the dealer network and sales organisation has a massive footprint there. It's one of our most important markets in the world."

←sales charts to the Vauxhall Corsa, and the profit margins on it were so slim that Ford was reportedly making more money from Lego model royalties.

Ford has been Europe's leading van maker for the past eight years, and it's well publicised that the UK's favourite vehicle for the past two years running has been the Transit Custom (clocking nearly 43,000 sales in 2022 to nose just ahead of the Nissan Qashqai). But as Sander puts it: "The passenger vehicle business on its own has to be profitable. We can't rely on a profitable commercial vehicle business in order to run the passenger car business as a kind of side business or as a hobby."

That's why, in another landmark corporate shift, Ford will transition to the agency retail model in Europe over the coming years, enabling it to take complete control of the sales process and promote its new messaging more effectively.

"What we definitely can improve on is consistency: consistency in our positioning, consistency in our messaging across everything we do," explains Sander. "Not only a bit here and there but across everything we do: point of sale, product, marketing materials, short-term and long-term product strategy… Consistency: that's what we have to build on."

As with Ford's model line-up and factory network, there will be downsizing here too, with a number of European dealerships shutting down. Sander refused to say how many but said a "profitable number" will remain. Ford remains the brand with the most dealerships in the UK (its biggest European market) but has previously said that it aims to reduce its network from nearly 400 sites to between 210 and 230 by 2025, which could nudge it below Vauxhall.

This ties into the prevailing focus on rationalisation aimed at securing Ford's future in Europe.

Farley said recently that Ford "should have done much better" in 2022 as it posted full-year losses of $2 billion (£1.6bn). By narrowing its line-up, reducing its headcount and modernising its dealership network, Ford intends to make Europe a viable marketplace where it can do just that. A

Designers capitalising on "unique perspective"

FORD'S EUROPEAN DESIGN director, Amko Leenarts, speaks excitedly and passionately about the next stage in the company's evolution as he shows us around his slick, expansive Merkenich Design Studio, just down the road from the Cologne factory.

He joined Ford 11 years ago (when its range was several times larger than it will be by 2025) and is now charged with leading the brand into its bold new electric future, starting with the Explorer.

Importantly, he says, Ford's redeploying of historic names does not herald the advent of nostalgic styling cues: "Retro designs aren't moving us forward. It's always about totally new interpretation: that's what makes it interesting."

The Explorer is an entirely different proposition from its much larger US-market namesake but, highlights Leenarts, has been designed with the same focus on active customers and functionality. "It's not a surprise that that is the first car in our Adventurous Spirit range," he says.

He doesn't offer any hints as to which other Ford names are up for revival, nor does he indicate what qualifies an old badge for a comeback, but he revels in "the tension between something that's got the equity of an older name and the new interpretation".

It's a topic that will have been debated hotly in Ford's customer focus groups over the past few years, since the firm reused the names Puma for a crossover and Mustang for an electric family SUV.

Ultimately, thinks Leenarts, "the public loves that we're bringing nameplates to new territories", because they tap into a "unique

Leenarts has been a designer in both Cologne and Detroit

> "What was really hurting me was customers saying we were boring"

FORD EVs ARRIVING BY 2024

EXPLORER

AUTOCAR IMAGE
PUMA

SPORTS CROSSOVER

E-TOURNEO

Ford is reviving old names but not old designs

perspective that nobody else has".

While the names may be familiar, though, the designs really won't be. As the first of a new breed of Fords conceived under the Adventurous Spirit banner, the Explorer sets the tone for every bespoke EV that will follow it over the coming years. Direct references to previous Ford models are few and far between, both inside and out.

Leenarts explains that the onset of electrification provided an opportunity to cater to evolving customer requirements with what's arguably the biggest shift in Ford design since the New Edge ethos of the late 1990s: "We started researching first: how do customers look at us? I felt personally that we were looking too positively on our own brand; we needed a health check on where we really were. And that's why we did work with the customers.

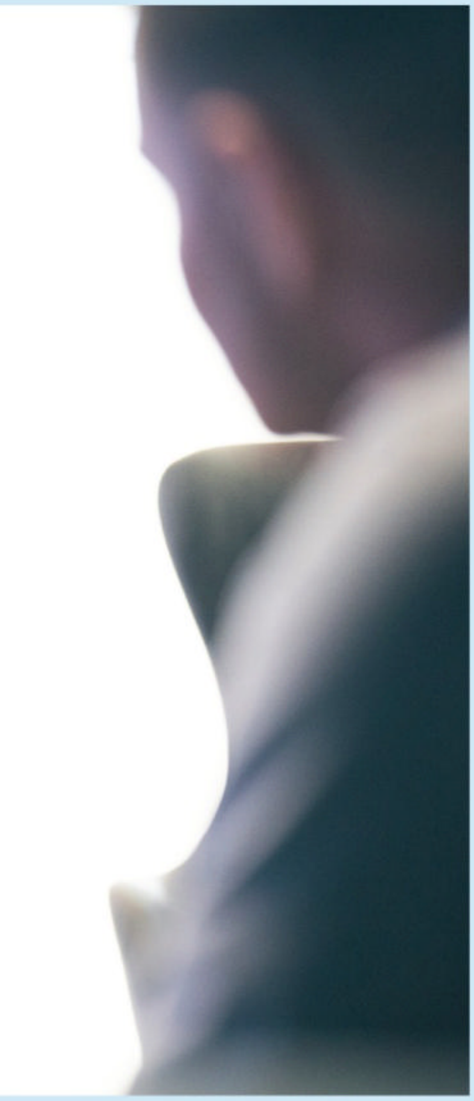
"What was really hurting me was them saying we were boring. And that was the part I got really engaged in. I said: 'Okay, we have to come up with unique proposals: car designs that are clearly differentiated, that offer a unique perspective that nobody else has.'"

That the Explorer looks nothing like the Puma or Kuga, for example, is testament to Ford's commitment to conveying its new American-flavoured image and serves as proof for the enhanced freedom afforded to car designers by flat-floored, engineless EV architectures.

"Electric car [design] language for us automatically came with simplification: cleaning it up, making sure that we get not only the bold proportions and stance, the language much more simplistic, but with that it almost feels more expensive, more premium, more approachable as well. So we're not doing aggressive cars here. We're actually doing cars that you can love easily," summarises Leenarts.

"I want to make a product that's exciting. I want to make a product that you really love. And in order to do that, it needs to have a beautiful sculpture; it has to have a couple of details that really stand out but are, again, easy to love."

Asked whether there are any pitfalls of EV design that he tries to avoid, he says: "I think there are some products out there that try a little bit too hard, and in the end it gets to something that's almost an appliance design. So a pitfall is appliance design. Don't make it look like an appliance; it's got to be sexy."



Schep runs Ford Pro, its commercial vehicle business

DUNTON STILL PLAYING A KEY ROLE

"It's not a very popular topic to talk about downtime, so we turned it around: we talk about uptime," explains Ford Pro boss Hans Schep, gesturing at the cinema-size wraparound screen behind him, which shows his team the live status of Ford's 136,000 connected commercial vehicles in the UK.

This is the data display centre of Ford Pro, the newly hived-off commercial vehicle operation, in Dunton, Essex – the nerve centre for a rapidly expanding and highly advanced fleet management service that aims to minimise the amount of time that any Ford van or truck is off the road so as to preserve its owner's stream of revenue.

Using the data on display here, Ford Pro can identify breakdowns and order parts and repairs accordingly, schedule routine maintenance for a time that suits owners' working practices and – increasingly importantly – monitor E-Transit charging habits to get a better understanding of what customers need from their EVs.

Schep says the system has reduced downtime in Europe by 50-60%, which he equates to a total saving of around $50 million (£41m) for customers last year.

"There's a lot of stuff that we now make visible that before we didn't even know," he says. "And we're very transparent about what's on here: we invite customers here, we look at their fleet and they can see how good or bad we're doing. We're very transparent with them and say: 'Look, some of the numbers on here are awful, but at least we know what they are, where they are and how we can help them.'"

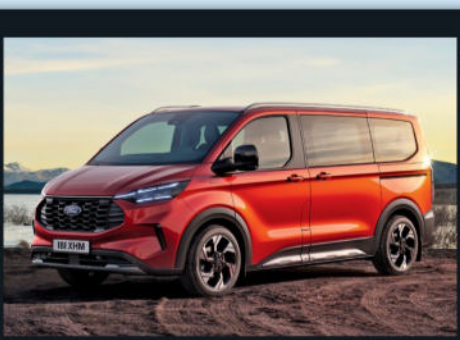
Dunton hit the headlines recently when Ford announced it was cutting 1300 jobs in the UK, but the global strategic importance of Ford Pro's operations here mean it will continue to serve as "the home of the Transit".

Schep acknowledges that the job cuts will affect Ford Pro but says: "Our business is growing and we will definitely support that going forward. That's a really important thing to keep in mind: we're not going to reduce investments, we're going to increase investments in this business."

Live data helps Ford respond to breakdowns

COURIER

E-TRANSIT COURIER


E-TOURNEO CUSTOM

E-TRANSIT CUSTOM

MY SEOUL MATE

South Korea's capital suffers from terrible traffic. Which of these two Kias will make tackling it less fraught: a buzzy little nipper or a luxury limo? **Felix Page** finds out

PHOTOGRAPHY ADAM WARNER

We're staging this battle in Seoul because few cities on the planet can lay claim to such a comprehensively diverse car parc and because it's one of the world's most notoriously congested. But you could just as easily substitute the backdrop for Manhattan or Rome and the cars for, say, a Range Rover and a Ford Fiesta. Because it's a simple question that we're asking: is there any point splashing out on a large, luxurious and highly specified motor if it's going to spend 97% of its working life stationary and the other 3% doing less than 20mph?

This is a question that has been brought to the fore in recent years by a startlingly rapid rise in car prices and sizes, alongside the just as sudden demise of the humble city car – developments that have conspired to reduce the availability of true urban-appropriate personal transport solutions and thereby heightened traffic levels, demand for full-size parking spaces and emissions in urban areas.

You've no doubt glanced cynically at those Bentleys and Ferraris trundling around your local city centre, engines surging obnoxiously and out of step with their slowly rotating wheels, and wondered why on earth anyone would drive such fast, large and expensive cars through such a restrictive environment.

Admittedly, the incongruous luxury car we've brought along here leans a touch towards the executive end of the spectrum, and wouldn't necessarily appear all that out of place in British traffic. But measuring 5015mm long, powered by a meaty atmo 3.5-litre V6 and claiming an urban consumption rating of just 20.7mpg, it's certainly not born to be a city slicker. Meet the Kia K8: Korea's answer (or, more accurately, one of its several answers) to the Audi A6 and BMW 5 Series, and agreeable it is to make its acquaintance. Clichéd though it may be to bemoan the absence of a compelling coupé-like saloon in the UK, I reckon we can agree this is a pretty attractive forbidden fruit.

Kia Ray hardly exudes Gangnam style but can wriggle through traffic

Keyless ignition is an unexpected luxury in the Ray – and an unexpected irritation when you watch the car disappear into rush hour traffic at the end of the day and find the key in your pocket half an hour later.

Of course, very few Brits buy saloons any more, particularly those without a German badge on the grille, so this is as close as we will ever get to a K8 road test. Not that Gangnam will enable as accurate and comprehensive a verdict as Millbrook Proving Ground. But hey, you take what you can get, and judging by the number of similarly conceived saloons, clearly drivers are quite happy to tap into just a couple of tenths of a car's potential if it still serves effectively as a fashion tie.

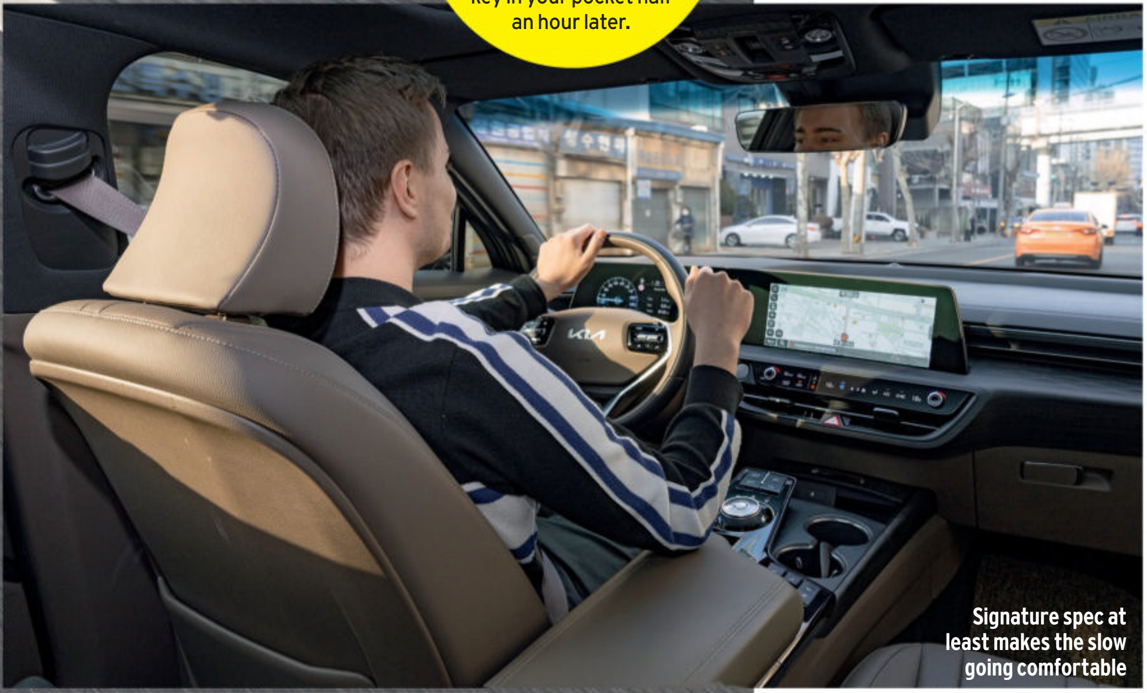
In the white corner (and a much more unfamiliar proposition in terms of its conception) is the K8's pint-size sibling, the Kia Ray. Here is a car that takes up scarcely more space outside your house than your wheelie bin yet which stands taller than the Range Rover Evoque, at 1700mm, so comfortably seats two adults in each row and even has just about enough room behind the rear seats for… well, not much. Maybe a couple of holdalls and a pair of flip-flops – or a very narrow dog.

This is the sort of car that gets your average commuter salivating: tiny footprint, buzzy little engine and unexpectedly capacious cabin. They're ingredients shared by some of the best-sellers of all time: the Fiat 500, Mini and Volkswagen Beetle, to name but a few. In this context, its utilitarian billing and scant few concessions to kerb appeal paint it as the runner-up from the off, but evidently something designed so overtly with a focus on everyday practicality should claim the edge in rush-hour traffic.

Not that the K8 feels particularly lardy or cumbersome as we thread through Seoul's financial heart and cross the Hangang river into trendy Seongdong, the car's airy cockpit and top-rung driver assistance systems helping to mitigate the impact of its generous proportions. And because this K8 is a range-topping Signature edition, there's a Meridian stereo to drown out the ever-present background roar and a posture assistance mode that automatically adjusts the seven air pockets around your hips and back to ease the strain of long periods at the wheel.

There's a lot to be said, too, for the creaminess of the V6's power delivery and agreeably throaty soundtrack that accompanies kickdown. But it should come as no surprise that the opportunities for sampling either in an environment such as this are limited, to say the least. No sooner than you've pressed the throttle and wrenched the wheel to pass a lumbering bus or little Kia Bongo pick-up (available as an EV with 130 miles of range, doncha know) do you come up against one of Seoul's unfathomably numerous red lights – usually fronted by a snaking queue of disgruntled but quietly resigned cabbies and would-be canyon carvers with upwards of 500bhp at their disposal.

So too will the K8's large reserves be irrelevant when, for example, you misread the sat-nav and take a wrong turn down a pedestrianised alleyway next to a school at half past three. Here, should you have made such a ridiculous error, you will be rather more concerned about keeping the aggressive front splitter and slick 19in alloy wheels well clear of kerb lips and bollards. ➔



Signature spec at least makes the slow going comfortable

> “No wonder Bentley drivers leave the protective foam blocks on the doors”

Then, once you’ve deployed the K8’s generous suite of low-speed assistance features (360deg surround view, forward and side collision avoidance and digital rear-view ‘mirrors’) to successfully conduct a seven-point turn in the limited space allowed, you have only the dim prospect of edging your way back onto the main arterial roads to look forward to.

Here, as you might expect, is where the Ray comes in, its minute form, minuscule overhangs and optimal visibility giving it the edge as it nips in and out of tight gaps in adjacent lanes and butts up right against the rear bumper of whatever’s in front to minimise the risk of any green light being missed.

It’s deceivingly spacious inside, too, hosting four adults and a few rucksacks with nary a crooked neck or scuffed seatback in sight, the obvious benefit of its van-style dashboard-mounted shifter and transverse engine being a flat floor and a cab-forward seating position.

What the Ray markedly *isn’t* is ‘nippy’, ‘fizzy’, ‘grunty’ or any of those other adjectives that we tend to reserve for such low-powered econoboxes. Not by any stretch of the imagination.

The naturally aspirated three-cylinder 1.0-litre petrol engine deployed here is familiar from the UK’s entry-level Picanto (albeit in a different state of tune), and even that car – smaller and lighter as it is – is among the slowest on sale today. Experienced here, with roughly 70kg of added bulk to shift along and running through a faintly agricultural automatic gearbox, this is an engine clearly at its best in an environment where it will rarely be called on to exceed 30mph.

Not that it’s an unrefined unit. Quiet on start-up and commendably eager to pull away, the Ray happily keeps pace with the army of enthusiastically driven saloons and sports cars that dominate Seoul’s

Interior feels no worse than a UK-market Picanto’s

The K8's 3.5-litre V6 is shared with several Genesis models (although not in the UK), most notably giving 375bhp in the rear-driven version of the G80 saloon to create an intriguing alternative to the Audi S4.

K8's main rival is not any German but the Hyundai Grandeur

The adorable Hyundai Casper is a close relation of the Ray that swaps its boxy MPV-lite shell for a baby 4x4 look not dissimilar to the Suzuki Ignis or Dacia Spring. Don't expect it to get too far off road, though.

centre (it's difficult not to, when every main road is a car park) and, although the under-ratioed gearbox rarely has another cog to offer up on kickdown, stops some way short of deafening when under high load.

It's not particularly frugal, mind you: Kia quotes a downtown consumption figure of 28.7mpg, which makes the Ray a good deal thirstier than anything this small with a turbocharged triple.

Ultimately, glaring though the disparities between our two contenders may be, it's hard to look past the inevitable conclusion that neither is categorically right for the job at hand.

Because – as in Beijing, London, Paris or New York – what quickly becomes abundantly clear is that the privately owned car can never truly be the quickest way to navigate the centre of Seoul. Nor can it be the comfiest, short of reclining in the rear of a Rolls-Royce or warming a seat in some futuristic autonomous shuttle. It's too high-adrenaline: even at the comically restricted pace permitted by the gridlock that clogs the heart of this city, the sensory overload wrought by the persistent activity all around you makes it more an exercise in self-preservation than anything approaching a relaxed commute.

Chapeau to the myriad Bentley Bentayga and BMW 7 Series owners who ply these concrete canyons, and no wonder the majority leave the blue protective foam blocks on the edges of their doors, as much a concession to fashion as it is to function.

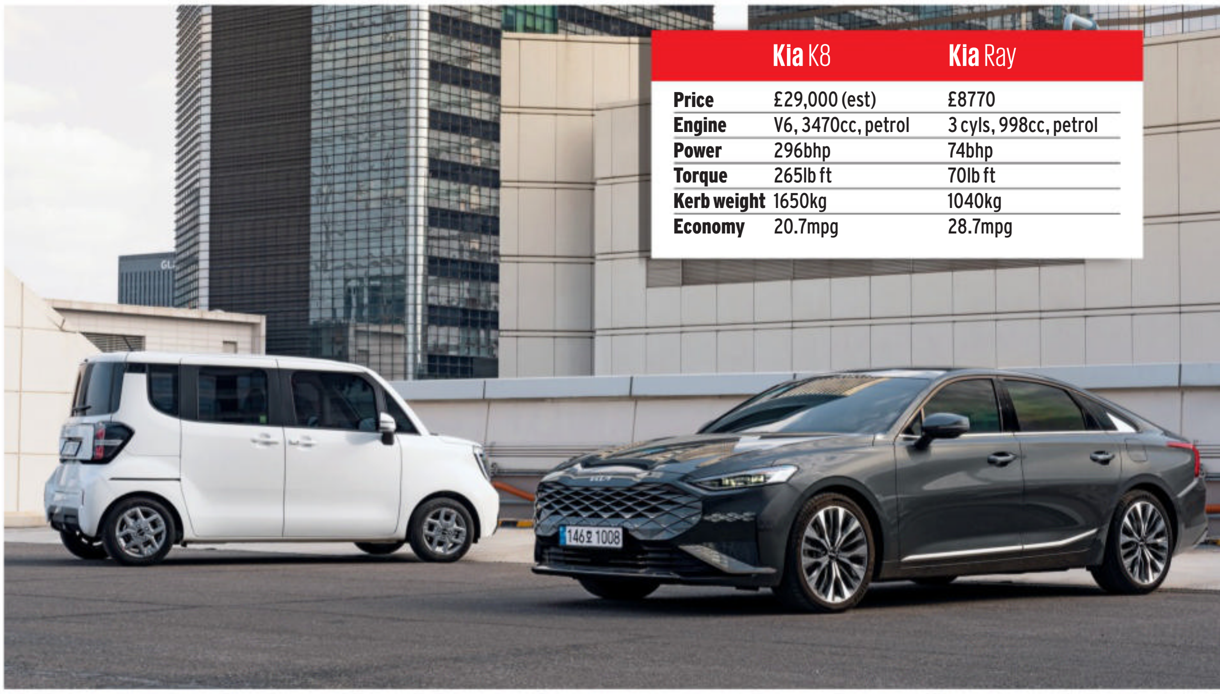
Inevitably, though, it will be many years before city centres such as this are wholly pedestrianised or electrified, so both the K8 and the Ray will still find favour with the public transport-averse. Each has its merits, and it doesn't do well to elect a victor from a pair of contenders with such wildly disparate mission briefs, but plainly the more frugal and compact of the two has the upper hand in an environment like this, where ease of use and manoeuvrability outrank kerb appeal and technological prowess on the list of requirements.

But a big part of the Ray's appeal (from a European perspective) also stems from its forbidden-fruit status, that insatiable desire for anything that can't be obtained. And in that respect, it's not alone. As much as we need diddy, sensibly packaged cars like this in Europe, so too is it disappointing that we can't have (or rather wouldn't buy) the handsome, potent and highly specified K8. So even despite its relative unsuitability for the confines of a sprawling city, it feels a particularly attractive proposition in this context.

Two interesting and highly covetable cars, then – each undeniably well conceived. But the winner here, asking less than a tenner and available as soon as you reach the arrivals terminal at Incheon airport, has to be a day pass for the Seoul metro system. A

How did they get a three-pot in there?

Boxiness makes it incredibly spacious



	Kia K8	**Kia** Ray
Price	£29,000 (est)	£8770
Engine	V6, 3470cc, petrol	3 cyls, 998cc, petrol
Power	296bhp	74bhp
Torque	265lb ft	70lb ft
Kerb weight	1650kg	1040kg
Economy	20.7mpg	28.7mpg

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YOUR VIEWS

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Wish we were there

When Autocar discusses motor shows, it's almost always from a journalistic perspective. What about us punters? I've always loved motor shows, and it doesn't get any better than Geneva, the compact layout and proximity to the airport making it the perfect day trip.

My friend and I, both having been in the industry (him at Aston Martin and me at WAE Technologies), love a natter about this, that and the other while wandering around at Geneva, poking and prodding, admiring or disapproving of all the latest metal.

There's nowhere else you can do this, especially while enjoying the decent coffee and food, albeit at somewhat eye-watering prices.

We love it and are desperately hoping that 2024 really is going to bring the return of this cracking day out. It never seemed to be lacking visitors, even on public weekdays.

Ian Harpham
Via email

Out of Focus

Your comparison of the new Honda Civic Type R against its rivals ('Apex predator', 22 February) was great, but where was the Ford Focus ST? It can now be bought with a Track Pack (for uprated suspension and tyres), and I'm sure it would have given the Honda a run for its money – maybe not beaten it but got close.

Richard Howard
Bedford

The ST wasn't included only because Ford didn't have one available – MS

ST would give Type R a run for its money

Civic controversy

Honda UK is social-profiling people who want to buy a new Civic Type R, going through our details to decide who will get the cars. It said this is to stop dealers buying cars and selling them on for an increased price. But look online now and you will find only dealers have the cars and are selling them at a premium. One is up for £59,000 when list is £46,995.

Honda is also holding cars back, because it's increasing the price by 4% on 3 April.

I'm not happy and think everyone should know what Honda is doing.

Robert Lima
Via email

Honda said: "We're taking measures to try to ensure that those buying a new Type R are genuine customers whose intentions are to keep and enjoy the car themselves. However, this process can't be fully controlled. Honda isn't holding back cars for any reason. Our small volume of Civic Type R will continue to be available for customers to buy as and when cars arrive in the UK."

LETTER OF THE WEEK

Keep the noise down

We live very close to the M25 and are therefore prime contenders to benefit from a reduction in emissions-based pollution. However, while walking to our local town recently, we noticed that noise pollution seemed to have got worse. At the same time, we could see that a lot of the cars passing us were now electric. Pausing to listen more closely, each time an EV passed, it seemed louder than a similar ICE car. We can only put this down to the additional weight being carried through the car's four contact points with the road surface.

When are regulators going to wake up to the facts that heavier cars will result in more damage to roads if the tyre contact footprint is kept the same, which in turn will cause more friction and more noise, and will make more noise if wider tyres are used to distribute the heavier weight more effectively?

While reducing emissions is a good thing, it shouldn't come at the price of more noise and worse road quality. Noise pollution also has an impact on people's wellbeing, yet this is hardly being spoken about.

We need lighter cars, not heavier cars, but until better battery technology is with us, this equation risks getting worse. Increased damage to roads will eventually hit the wallets of us taxpayers as well.

We appear to be rushing headlong to a worse, not better, place.

Phil Kenworthy
Via email

WIN
Letter of the week wins this ValetPRO exterior protection and maintenance kit worth £48

ValetPRO PROFESSIONAL VALETING SUPPLIES

Dash it all

I bought a new BMW 2 Series Gran Coupé and had a dashcam fitted by Nextbase. Soon the car died and a BMW technician found the battery had been drained by a retrofitted product. The car eventually was recovered by the police.

BMW blamed Nextbase, but an RS Connect inspector sent out by Nextbase said the dashcam had been fitted to my car correctly.

BMW said that because I did few miles, it was almost my fault, and asked me for £313 for a new battery.

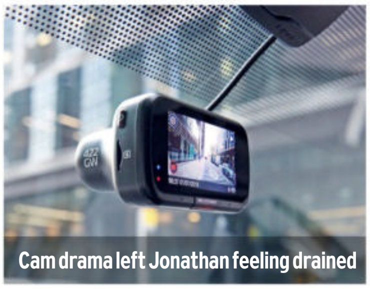
Nextbase said it was due to a battery issue or because I turned on parking mode – yet my main reason for having the dashcam was to keep an eye on the car when parked!

After a stressful and exhausting period, Nextbase agreed to have the dashcam removed, refund me and cover the price of the battery.

So all is now resolved, but I'm not happy about how it was dealt with.

Let this be a warning to others thinking of having a dashcam fitted.

Jonathan Braddick
Via email


Cam drama left Jonathan feeling drained

DIY advice

I can suggest a cheap (although not guaranteed) solution to Douglas Jardine's problem with the screen wash on his BMW 3 Series (1 March), having experienced this on my X3.

Disconnect the washer jets' tube at the scuttle, then connect another length of similar tube using an inline connector. Then you need a stepped tube reducer to connect a hosepipe to the washer tube (you may have to soften the tube in hot water first). Total cost around £10. You may have to blow through the tubing first, until bubbles are heard. Switch on the hosepipe. As water flows out of the top of the filler, you should start to see strings or clumps of what looks like wallpaper paste. It may take about 20 minutes to get consistent clear water without

this. Siphon out some of the water to allow for new screen wash to be added, then reconnect your system.
Peter Inwood
Stoke-on-Trent

Expired ID

We bought a 2020 Volkswagen ID 3 in September 2021. It was recalled in October 2022 for a battery check and a programme update, and ever since then has had warning lights showing, functions not working, reduced battery charge and updates not being accepted. It's now been in the garage for more than six weeks.

No one at VW is able to sort the problems after being contacted by us and our garage. Have you heard of similar problems with the ID 3?
Jeff Jarvis
Via email

Issues with the ID 3, particularly on early examples such as yours, have been widely reported, unfortunately – KC

Star gazing

I was disappointed that your road testers gave just three stars to the BMW iX1, especially as you recently gave the Toyota bZ4X three and a half. I fail to see how it's the better car, especially judging it on looks (especially of the interior), range, performance and perceived quality. Perhaps you expected more driver appeal from a BMW but expected little excitement from a Toyota.

I looked at both at last year's Goodwood Festival of Speed, as well as the Lexus RZ (a surprisingly badly built pre-production car), placed my order for the iX1 and took delivery just before Christmas.

I'm not sorry, even though it has more flaws than I would expect of a BMW. The steering is the one most commented on, but I've found after driving it 2500 miles that it weighs up nicely at speed and the feel is more Mercedes than BMW, so it's more relaxing on a long run.

No doubt BMW will add a single-motor iX1 to widen its appeal in line with the bZ4X. There will be Toyota diehards who will keep coming back, although some may be put off by the wobbly wheel fiasco…

All of this does go to show that EVs are getting more interesting and characterful. I just love them!
Chris Wheatley
Limoux, France

Chris thinks the iX1 got a raw deal in our road test

GREAT REASONS TO BUY

NEXT WEEK'S ISSUE

ON SALE 29 MARCH

COMPARISON

Mud fight

Ford's new Ranger Raptor goes off road to challenge the king of the hill, Jeep's Wrangler Rubicon

INSIGHT

Lanzante

McLaren-aficionado, engineering artisans working to telephone-number budgets

DRIVEN

Bentley Continental GTC S

Has the S treatment worked on Crewe's touring convertible?

EVERY WEEK

ROAD TEST

BMW X7 M60i

BMW's biggest, brashest… best? We find out how the X7 measures up

USED GUIDE

Volkswagen Type 2

Underpowered, uneconomical, outdated – and never more popular

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The original car magazine, published since 1895 'in the interests of the mechanically propelled road carriage'

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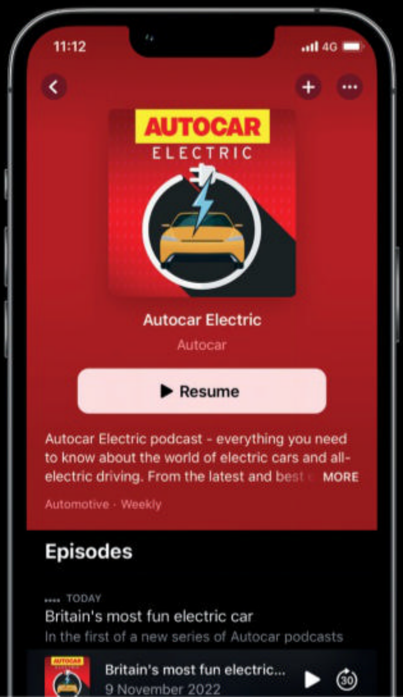
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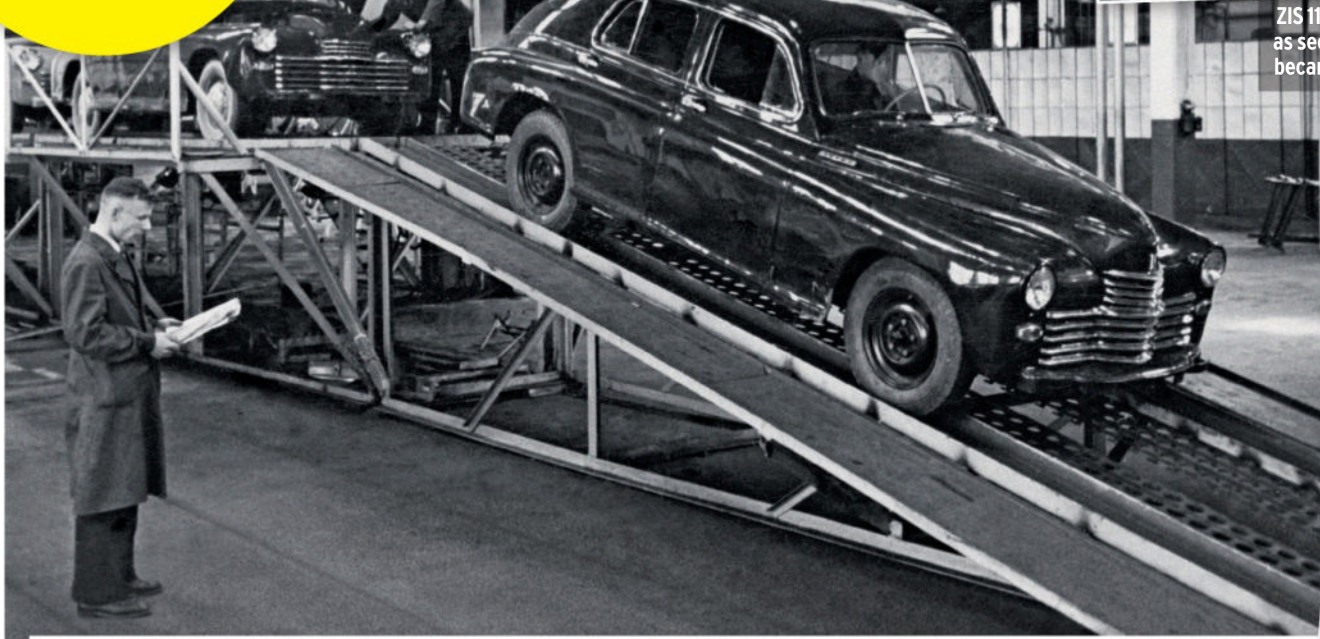
9 November 2022

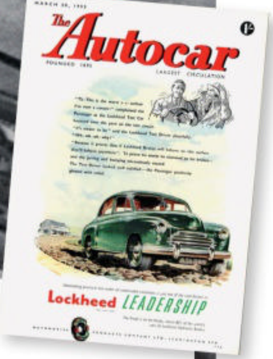
The Autocar

ON THIS DAY

IN 1953



ZIS 110 was for top officials, as seen here in DDR; Pobeda became Soviet cultural icon



A look into the Soviet car industry

HAVING PULLED DOWN an iron curtain over Europe after the war, the USSR became ultra-secretive, regarding even trivial enquiries about its cars from Westerners as industrial espionage. Hence we knew only the little that the few who visited could find. Yet still we were interested, not least because the Soviets claimed to be making great inventions and advances.

The USSR had three factories producing four models in 1953.

From Moscow came a compact economy saloon – or rather from Rüsselsheim, the Moskvitch 400-420 being a Kadett copy made by tooling stolen from Opel's home.

GAZ's M20 'Pobeda' was the first original post-war design, which we defended from accusations of copying. The neatly styled saloon boasted unitised construction, a 49bhp water-cooled 2.1-litre four, independent front suspension and hydraulic brakes all round.

An undeniable copy, though, was Moscow's ZIS 110, its body and 137bhp 6.0-litre straight eight being very Packard. It was for top communists only – Stalin, Mao, Kim and Hoxha all driven in one.

The newest of the four was the ZIM 12. For lesser officials, it had a modern body but a vintage spec, including a 94bhp 3.8-litre six.

"The general picture is steady expansion," we concluded, "but there is no sign that the Soviet citizen will be given any choice of cars. He will take what he can get, according to his value to the state and his position in society."

KRIS CULMER

Aston Martin unlucky not to win first-ever WSC race

The fourth 12-hour endurance race at Florida's Sebring airfield was momentous, being round one of the inaugural FIA World Sportscar Championship season.

Most of the 81 cars entered were American or British. The fastest on pure pace were the three DB3s from Aston Martin and Cunningham's sole Chrysler V8-engined C-4R and on formula the little DB HBR Panhards and Osca MT4s.

Rain during practice showed the concrete surface could get "phenomenally slippery", so we felt it was fortunate that race day proved to be fine and hot.

Reg Parnell's DB3 was first to move but stalled, leaving him dead last, and then to add injury to insult he was squeezed off, smashing into a marker barrel.

Peter Collins was having better luck in his DB3, duelling with John Fitch in the C-4R, and after an hour Parnell had passed everyone to sit behind them in third.

After three hours they came in. Collins gave the lead car to Geoff Duke – who promptly crashed while avoiding a backmarker who swerved in a braking zone.

Both this and Parnell's crash highlighted that blue flags should have been used. More worrying, mind, were the ice-cream men and aircraft crossing the track!

Parnell's reliever, George Abecassis, couldn't catch the C4-R, Phil Walters winning by one lap.

Neither car won the title, though, as Ferrari showed up from round two.

Sunbeam Alpine revealed

British car makers had for some time been doing well out of small and big roadsters in the US. Of course some firms after a while saw a space for medium-size models, giving rise to the Austin-Healey 100, Triumph TR2 and Sunbeam Alpine. The Rootes Group's entrant used a stiffened 90 saloon chassis ("to make sure the tail will not wag the dog") with 53%-firmer front springs, quicker steering and a higher compression ratio and other small mods for the 2.3-litre four. Stirling Moss took it to an excellent 120mph on the Jabbeke highway, but it didn't become a hit, with just 1582 built over two years.

Future of London parking

Parking in central London became so tricky post-war that the government set up a working party for solutions. It found the city was short of some 12,000 spaces so suggested that garages be built under the major squares (actually something that had often been proposed before the war). Engineering feasibility studies were commissioned, but it appears the cost proved prohibitive. The party also found 60% of cars were left for more than two hours, so it proposed fitting roadside parking meters. They first arrived in Mayfair in 1958 (pictured) and, much to our regret, quickly advanced.

GETTY IMAGES / DEUTSCHE FOTOTHEK

OUR CARS

FEATURED THIS WEEK

ALPINE A110

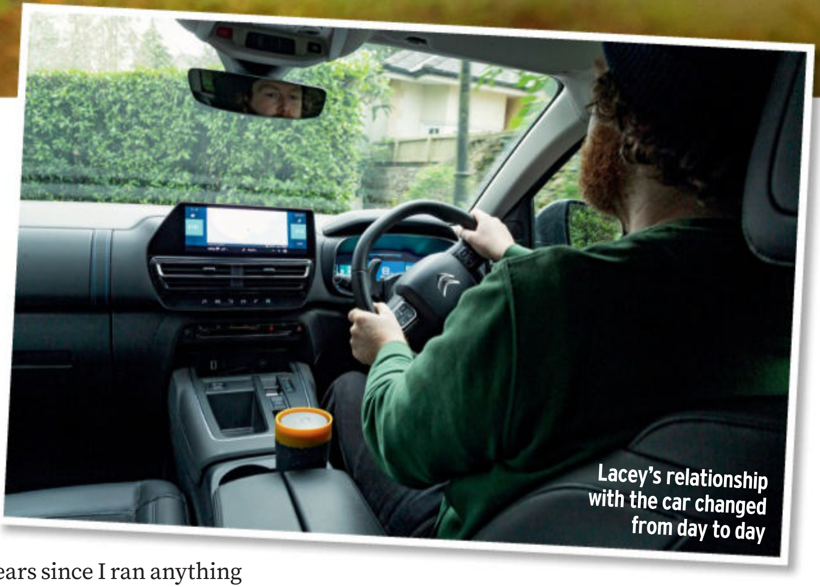
BMW iX

CITROEN C5 AIRCROSS

SKODA ENYAQ iV vRS

TOYOTA YARIS CROSS

VOLKSWAGEN MULTIVAN


Lacey's relationship with the car changed from day to day

CITROEN C5 AIRCROSS

Its departure leaves mixed feelings about the car itself and life with a PHEV generally

FINAL REPORT **MILEAGE** 11,697

WHY WE RAN IT

To find out how relaxed it can make you feel about a UK charging network that has so few places for a PHEV to plug in

It's funny how your relationship with a car ebbs and flows as you use it. So it has been with our C5 Aircross, which has just departed for good.

During daily driving – just living with the car, using it for work – how I felt about it changed quite a lot from one day to the next. I started out feeling quite positive about its Citroën-trademark quirkiness but, with experience, found plenty of little faults in its driving experience that, once identified, went on to irritate quite persistently. In what should feel a relaxing, enveloping car, they really stood out.

On other days, I just wondered if the C5 Aircross really suited me, as it's clearly intended for more frequent home charging than I could give it. Then I'd do something memorable with the car, and my affection for it grew right back. Those longer trips, when its long-distance touring comfort and holiday practicality really came to the fore, were like pressing the reset button on my impressions of it.

I started this test three months ago genuinely interested to find out if a PHEV could work for someone like me in 2023. The C5 Aircross wasn't my first, but it's been a few years since I ran anything quite like it, during which time I've noticed the UK's charging infrastructure expand quite a bit.

So could it? The short answer is: not really. And while that isn't the car's fault, it's disappointing to reflect on. There are the PHEV's benefit-in-kind tax advantages, of course. As a company car, it may be your only viable option with CO_2-based tax as it is – assuming you can't yet square the switch to an EV.

But the PHEV is supposed to be a bridging technology to an EV, something easier to commit to. Funny thing is, a fully electric car would have been a lot easier for me to charge. Unable as I am to charge at home, I went looking for public charging options plenty of times during lunch breaks on photoshoots and at destinations – but I managed to plug in only once. It was common to find brand-new DC rapid-charging stations for EVs, but the C5 Aircross, like most PHEVs, isn't compatible with them.

So it was my lot to watch the fuel economy slowly decline during the course of my test – to 32.6mpg overall. Is that acceptable in a good-sized family car, when a diesel might have returned 30% or even 40% better? I'm not convinced. Accounting for the BIK liability and list price differences of the cars,

Chances to plug in while out and about were surprisingly few

Snapper Lacey had space for more than his camera kit

Business or pleasure, it was a willing accomplice

> “For the way it handled those longer trips, I will miss this car”

SECOND OPINION

Luc's right to home in on the fine detail of the C5 Aircross's safety and convenience systems when assessing it as a relaxing everyday drive. If you're going to fit a lane keeping aid that defaults back on with every cycle of the ignition, it'd better be a good one. Too many just aren't – and Citroën's need work if the firm wants us to think of its cars as real-world, 21st-century, affordable luxury options. **MS**

and the relative price of diesel, it's a complicated equation. But if you're a higher-mileage driver, you pay for your own fuel and you can't charge at home – and especially if you don't pay company car tax – it wouldn't surprise me at all if a diesel C5 Aircross proved cheaper to run.

If you do lots of shorter-range trips, though, and do have charging opportunities, this car might be a bit of a game-changer. I did very limited electric running, but it revealed plenty of performance and good drivability with the petrol engine shut down, and about 25 miles of real-world electric range on average. More if you're in town at lower speeds, or if the weather's warm.

I can't quite compliment the C5's wider drivability as simply as that, sadly. I found Citroën's Highway Driver Assist lane keeping system infuriating. The way it dropped in and out with inconsistent lane markings was quite troubling, as it would wrestle you for fine control of the car's lane positioning. The combination of a soft, ill-defined brake pedal and a slow engine start/stop system also got on my nerves by preventing me from bringing the car to a halt smoothly in traffic.

And then, after so many touring trips, almost all was forgotten. On one, I started at home in Bristol; visited friends and family in St Albans and Norfolk; and then took a few days to go climbing in the Peak District before heading back west.

My partner and I took surfing and climbing gear with us, as well as plenty of other stuff – but, thanks to back seats that fold fully flat as well as sliding fore and aft, it was easy to fit everything in. The Advanced Comfort memory foam front seats were just the ticket for our tired backs during a few long days in the saddle – and perhaps the car's little usability foibles (don't get me started on the touchscreen) didn't bother me so much because I had company in the car, and something to look forward to at my destination.

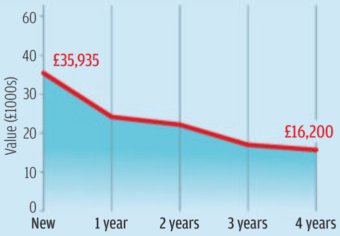
For the way it handled those longer trips, I will miss this car, but I regret that it didn't handle the daily grind better. Leaving the PHEV issue to one side, it could and should have been a more relaxing drive in every facet – not just the Citroën-typical, big-picture ones.
LUC LACEY

TEST DATA

CITROEN C5 AIRCROSS PLUG-IN HYBRID SHINE

MILEAGE	
At start	7034
At end	11,697
PRICES	
List price new	£35,935
List price now	£35,935
Price as tested	£37,030
OPTIONS	
Eclipse Blue metallic paint £595, Highway Driver Assist £500	
FUEL CONSUMPTION AND RANGE	
Claimed economy	157.2-222.3mpg
Fuel tank	43 litres
Battery capacity	13.2kWh (total)
Electric range	41 miles
Test average	32.6mpg
Test best	36.0mpg
Test worst	31.1mpg
Real-world range	25 miles (electric), 333 miles (total)
TECH HIGHLIGHTS	
0-62mph	8.7sec
Top speed	140mph
Engine	4 cyls in line, 1598cc, turbocharged, petrol, plus 109bhp electric motor
Max power	221bhp at 5500rpm
Max torque	266lb ft at 3000rpm
Gearbox	8-spd automatic
Boot	600-1510 litres
Wheels	7.5Jx18in
Tyres	225/55 R18
Kerb weight	1770kg
SERVICE AND RUNNING COSTS	
Contract hire rate	£552 pcm
CO_2	29g/km
Service costs	None
Other costs	None
Petrol/electric costs	£988.39/£4.98
Running costs inc fuel	£993.37
Cost per mile	21 pence
Faults	None

DEPRECIATION



PREVIOUS REPORTS

25 Jan, 1 Feb, 15 Feb, 1 Mar, 8 Mar

OWN ONE? SHARE YOUR EXPERIENCE
luc.lacey@haymarket.com

LOVE IT

EASY RIDER

It's every inch the comfy, refined, easy-striding sort of family car that you expect Citroën to make.

COMFY FRONT SEATS

The Aircross's Advanced Comfort front seats really were as described.

SPACIOUS BOOT

It swallowed surfing and climbing gear as well as our bags and it was a fine photography platform.

LOATHE IT

CRUISING ECONOMY

I drove an Audi RS3 mega-hatch that could do the same motorway fuel economy as the Aircross.

TECH'S SHORTCOMINGS

The usability of the infotainment system and tuning of the assistance tech should both be better.

SKODA ENYAQ iV vRS

We're not convinced our EV deserves its vRS badges. Does a top engineer agree?

MILEAGE 3555

WHY WE'RE RUNNING IT
To see if the vRS badge can make an electric car exciting

It's easy being a critic. Not for us the blood, sweat and tears of engineering a car from the ground up. We just sit back, wait for it to be launched and then either praise or condemn as we honestly judge the situation to be.

Of course I'm being slightly flippant, but a recent conversation with automotive engineer David Pook reminded me that there's no such thing as a truly bad car any more. There are compromises and shortcuts, but fundamentally most characteristics of a car will be like they are because a team of engineers chose for them to be so.

Take our Skoda Enyaq iV vRS. I queried in its first report as to how sporty it was going to be, and after a few thousand miles of driving, I'm still not sure. Here at Autocar, we love the standard Enyaq (it's one of our favourite electric family cars), but the vRS hasn't lit my fire in the way I had hoped. It feels like a badging exercise dreamed up by marketing, rather than something with a rock-solid engineering base.

But that's the critic in me talking. As Pook pointed out when we met up to have a drive in the Enyaq iV vRS, to give the car the benefit of the doubt, it could have been engineered like this for a reason.

If you haven't heard of Pook before, he's an ex-Jaguar Land Rover engineer who now runs his own engineering firm called Life110, taking the brilliant Alpine A110 and tweaking it with high-quality parts. If that still doesn't ring any bells, head for Google now: it's one heck of a statement as to what's possible with cars when know-how and determination combine.

I was interested to see what he thought of the Enyaq, coming from his position of knowing how difficult it can be to build any car correctly, let alone a new EV.

"Fundamentally, you need to look at it in three ways: brand, type of car and class of car." All of them are vital to Pook, because with the combination of Skoda, electric SUV and sporty vRS badging, you should know before you approach this Enyaq how it's going to drive.

Or at least you should if it's done correctly. As Pook points out: "It's hard to build a perception of a brand but really easy to make a mess of it."

With that in mind, we set off up the road from our meeting point at the Gilks' Garage Café, tea-infused and ready to go. Incidentally, if you haven't been there and are in the Warwick area, you really should visit: it's a great little spot.

I start as the driver and Pook is immediately aware of the ride quality. Not in a bad way, just something that he can sense.

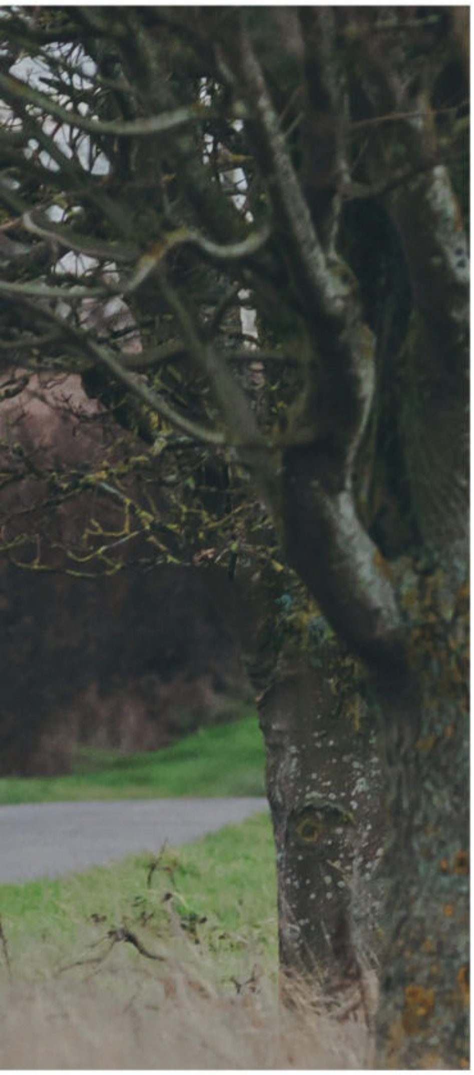
"It has a firm handshake, if you like, saying 'I'm a sporty car with sporty pretensions'," he says. "So you start to build up a mental picture of what you're going to get back from that. Does the firm ride mean responsive and precise steering? Or handling and agility?

Pook gives Ward keen insights – and his breakfast order
GILKS' GARAGE CAFÉ

Richard Lane joins the hot Skoda debate over a hot beverage

Braking issues were highlighted around this bend

Our Enyaq's steering and handling don't set the pulse racing



LOVE IT

HIGH VISIBILITY

The colour isn't popular in the school car park and there's certainly no hiding from it, but it cheers up a dull day.

LOATHE IT

KIND OF A BIG DEAL

The lane keeping assistance seems to have taken a line from the film Anchorman to heart: 60% of the time, it works every time.

> "The stiffness sits uneasily with me, because it isn't backed up elsewhere"

What am I going to get as a result of that firmness in the ride?"

Pook, as you would expect, has hit the nail on the head straight away. Maybe it's the way my brain is wired, but the ride quality always hits me first in a car, followed by other elements like the steering response and handling. In other words, the ride is what sets it all up for me.

That stiffness has always sat uneasily with me, because it's not backed up elsewhere. The car doesn't respond in a holistic way. The brakes are my biggest issue, and Pook also flags them the first time he gets on the pedal, with a certain degree of surprise: "Oh, it's not slowing down. I've had to push the brake pedal quite hard to get around that corner."

There isn't consistent feedback across the range of pedal travel, with a dead spot at the top that doesn't inspire confidence. I quite often find that I use the paddles behind the steering wheel to control the regenerative braking, which to be fair is a three-stage process and effective, but I would still like a brake pedal to feel like it should in a vRS.

What's annoying about all this is that day to day, the Enyaq is starting to grow on me. I've got used to the range and charging infrastructure and the car is starting to mould itself to my life and commute.

But still, it's not getting under my skin like a vRS should. From reading the promotional material for the Enyaq, it's clear that Skoda was going for the design heritage of the badge first, followed by the power and handling ancestry second. In that it's definitely succeeded, because the car collects compliments wherever we go. But I worry that the brand doesn't have long before vRS no longer stands for what it always has – and that would be a shame.

PIERS WARD

TEST DATA

SKODA ENYAQ COUPE iV vRS

Price new £54,370 **Price as tested** £54,990 **Faults** None **Expenses** None **Range** 192 miles **Economy** 2.5mpkWh **Last seen** 8.3.23

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CIG81015	4.5 x 3 x 2.4	£279.00	~~£370.80~~	£334.80
CIG81216	4.9 x 3.7 x 2.5	£329.00	~~£430.80~~	£394.80
CIG81020	6.1 x 3 x 2.4	£349.00	~~£466.80~~	£418.80
CIG81220	6.1 x 3.7 x 2.5	£399.00	~~£514.80~~	£478.80
CIG81224	7.3 x 3.7 x 2.5	£499.00	~~£646.80~~	£598.80
CIG1432	9.7x4.3x3.65	£1099.00	–	£1318.80
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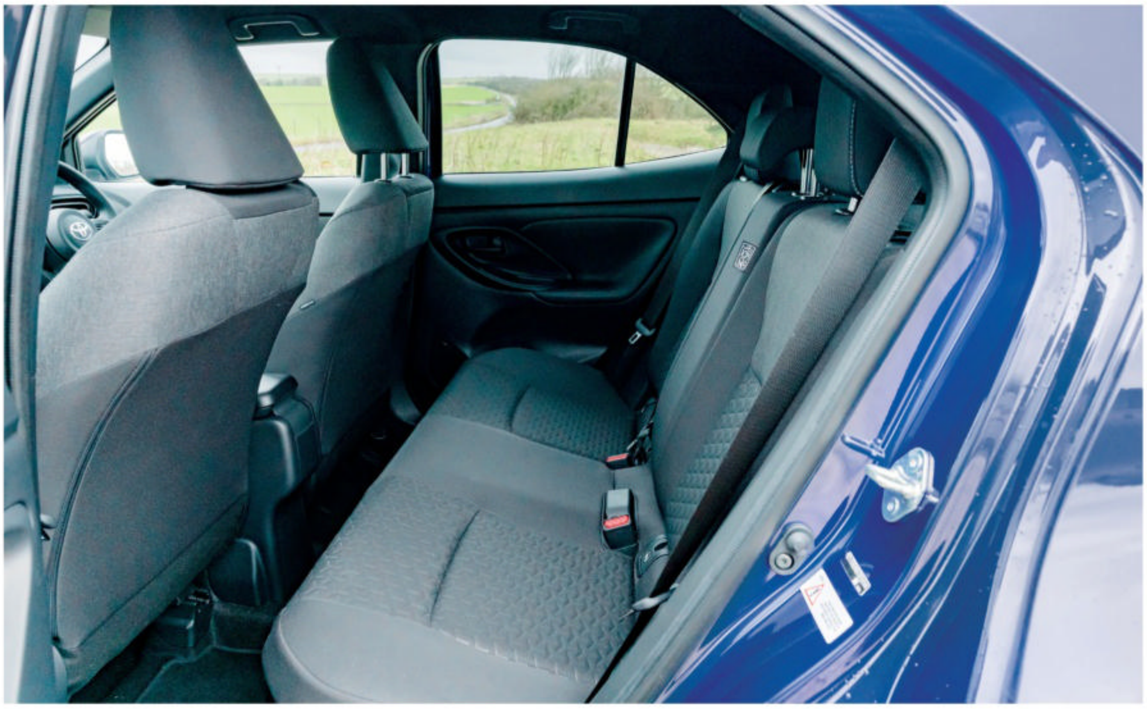
TOYOTA YARIS CROSS

Passenger accommodation passes muster. In daylight, at least



MILEAGE 4357

WHY WE'RE RUNNING IT
To see why people are scrambling for this latest hybrid crossover offering

What car did your parents have when you were little? I have a photo of baby me in an Austin Montego Estate, although the first car I can recall Dad driving was a Renault Scenic. In contrast, most of today's kids will one day reminisce about crossovers and SUVs.

Probably quite a few of them will remember sitting in a Toyota Yaris Cross. Despite it being based on a supermini, I reckon it would be spacious enough for a young family, and I assume a number of parents agree because I'm seeing loads of these cars on the roads now.

Of course, it has Isofix mountings for child seats in the rear; the door apertures aren't forced by the wheel arches into awkward shapes; the high floor would make fitting said seats and their occupants easier on your back than in a traditional family car; and the window line doesn't rise towards the C-pillar too steeply, as in many cars, and block children's views out (and thereby put your cloth upholstery at risk…).

Adults seem happy enough in the back as well, including my ever-ready-to-criticise, 6ft 3in friend – although maybe he would have felt squeezed if he had to sit behind himself, so to speak.

The seats are no less comfortable than the one I sit in, although mine does benefit from adjustable base height, recline angle and lumbar support. And I really struggle to find the ideal position in almost all cars.

There is a problem, though: the lack of courtesy lights in the rear. There are two up front above the rear-view mirror and even one in the boot, but none in the back. Why not? Virtually every car I've ever driven has had at least one there, and for good reason. After sunset, it becomes impossible to see anything behind me. Annoying when I use the rear seats to store my black winter hat and coat and my khaki work bag – significantly more so, I imagine, if you're trying to hand something to a child, check they're okay or break up a sibling squabble.

Happily, the only other practical criticism I have is a minor one. Every single person to whom I've given a lift has scrabbled about like a dog trying to open the passenger door from the inside, because the door card is bizarrely designed with three or four things that look like they could be the handle but only one of which actually is. Ah well, at least it's funny for me to watch.

KRIS CULMER

LOVE IT

HAVE THE FOGGIEST
I was pleased to find switches for both front and rear foglights when the morning mists were particularly thick recently.

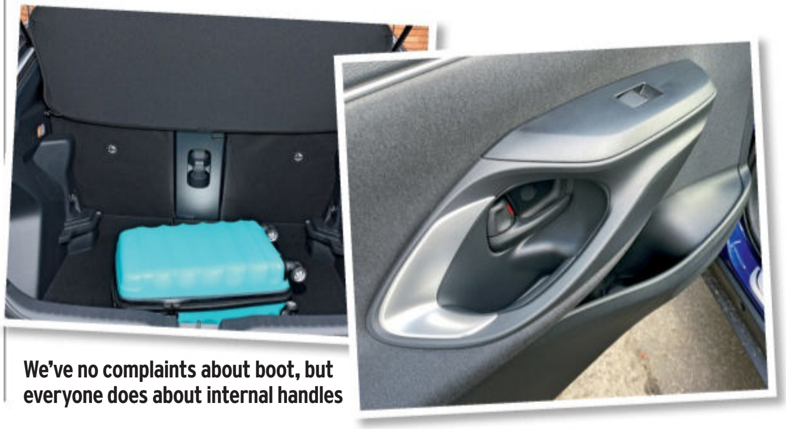
LOATHE IT

WIPER ON, WIPER OFF
The rear wiper keeps getting stuck, seemingly from friction rather than a mechanical fault. I can't see why.

TEST DATA

TOYOTA YARIS CROSS 1.5 HYBRID DESIGN E-CVT
Price £26,530 **Price as tested** £27,645
Faults None **Expenses** Washer fluid £7
Economy 55.1mpg **Last seen** 8.3.23

OWN ONE? SHARE YOUR EXPERIENCE
kris.culmer@haymarket.com



We've no complaints about boot, but everyone does about internal handles

BMW iX

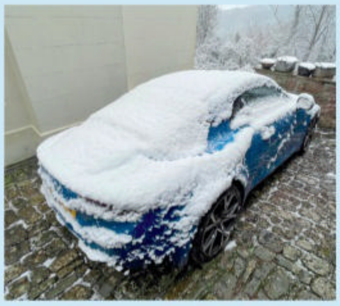
MILEAGE 10,009 **LAST SEEN** 1.3.23

Something has just happened for the first time since Covid: 10,000 miles has appeared on the odometer of my long-termer. Okay, 1000 or more were on there before it arrived, but I did at least that in the M60 version I swapped into briefly last autumn. Life is truly back to normal, and the iX has largely been an incredibly quiet and comfy pleasure in its time here. Shame it's going back soon. **MT**

Volkswagen Multivan

MILEAGE 16,660 **LAST SEEN** 15.3.23

BEEP BEEP BEEP: a piercing noise to hear after parking up in the dead of night. It's a rather loud alarm to alert you – and the rest of your apartment block – that the Multivan's rear doors are sliding shut. I just wanted to grab my bag… I understand that it's a safety feature, but why can't it be turned down or even off? All it's missing is "mind the gap". **WR**



Alpine A110

MILEAGE 7277 **LAST SEEN** 8.3.23

What do you need for snow driving? A giant 4x4 fizzing with electronic aids. Or do you? A really light, well-configured car with an engine over the driven axle is a fine alternative. It's about giving tyres workloads they can manage, and with so little mass to stop, accelerate or make change direction, the A110 is superb when the white stuff starts to fall. **AF**

AS GOOD AS NEW

VOLKSWAGEN TOURAN

Think of it as a Golf that can seat seven in a versatile, suits-your-real-life interior. **Mark Pearson** tells you more

Touran is tidy, undemanding and refined to drive

What? An unfashionable MPV occupying prime space on these hallowed pages. But bear with us, because this is the second-generation Volkswagen Touran, and if you're looking for a seven-seat car that's immensely practical and surprisingly good to drive, and also a fabulous used buy, look no further.

Its popularity has made it one of the best-selling MPVs and one of our favourites both new and used, and its longevity points to its obvious success. Glamorous? Maybe not, but desirable? Oh yes, indeed.

There are engines to suit all needs, for starters, and whichever one it has, the Touran is always a refined performer. Among the earlier engines, the 1.2-litre and 1.4-litre petrol units are quieter and more suited to low-mileage drivers, while the 108bhp 1.6-litre and 2.0-litre diesels are more economical. The 1.6-litre diesel gained a small power boost to 113bhp in 2016 and the two petrols were replaced in 2019 with newer 1.0-litre and 1.5-litre turbo engines.

The only engine available since 2021 is the terrific 148bhp 1.5 TSI 150 petrol. It offers punchy acceleration even with seven people on board (0-62mph takes 8.9sec) and enough pull from low revs to save you from having to thrash it.

Five trim levels are available and all offer enough equipment to keep everyone entertained and safe.

Entry-level S trim is the only version to lack alloy wheels but it does feature a large touchscreen with DAB radio and Bluetooth, all-round electric windows and heated door mirrors. SE adds 16in alloys, automatic lights and wipers and adaptive cruise control, while SE Family offers a panoramic sunroof and better infotainment. SEL and R-Line trims sit above that and offer a comprehensive list of kit, including

OUR TOP SPEC

SE

This trim includes 16in alloys, all-round electric windows, privacy glass, air conditioning, rear picnic tables, front and rear centre armrests, drawers under each front seat and front and rear parking sensors.

Interior places ease of use to the fore

BUYER BEWARE

RECALLS

There have been a number over the years. These include potential issues with: the warning light for the external lights; airbags and seatbelt pre-tensioners; the on-board supply control unit; dipped beams; the head restraints; a shortfall in engine torque; wheels bought at some dealers; and the wall thickness of the fuel tank. Check with a VW dealer that any required remedial work to your car has been done.

DUAL-CLUTCH AUTOS

In the past, Volkswagen has suffered some fairly expensive problems with its DSG gearboxes, and although it now appears to be on top of them, it's still worth looking out for juddering, particularly as the car slows down.

RELIABILITY

The latest What Car? Reliability Survey placed the Touran seventh out of seven cars in the MPV class. VW came 22nd out of 32 brands.

larger wheels, three-zone climate control and subtle styling changes.

As for road manners, the steering is predictable and well weighted, there's plenty of grip and body lean is kept tidily in check. The car rides with fluidity over most surfaces, but for the smoothest progress we would stick with the smaller, 16in alloys fitted to SE and SE Family versions.

The Touran shares much of its underpinnings and hardware with the Mk7 Golf, so its dashboard is both classy to behold and easy to use. All Tourans came with an 8.0in colour touchscreen as standard.

Most important of all, though, is how brilliantly clever the interior is. For instance, the second row is made up of three individual seats so it is possible to carry three child seats side by side. (The Touran has Isofix mounting points on six seats.) These chairs also all slide and fold independently of one another, and the outer two seats also tilt out of the way to make scrambling into the rearmost row fairly easy.

Those final two chairs fold easily out of the boot floor, leaving just enough room for a couple of bags of shopping. Tuck them away, and you get van-like luggage space, which can be extended again by folding the second-row seats flat into the floor, and even dropping the passenger seat flat too.

NEED TO KNOW

- Used prices start at £11k. Spend £13k-£20k on a 2018 or 2019 car and £20k-£22k on a 2020 or 2021 example. Upwards of £22k buys a 2022 Touran.
- The 1.5 TSI 150 with its active cylinder shutdown tech averages 42.8mpg with the automatic DSG 'box and 43.5mpg as a manual under the WLTP tests. The 1.0 TSI has claimed WLTP fuel economy of up to 41.5mpg. Of the diesels, the 1.6 TDI returns up to 51.4mpg and 50.4mpg with the DSG gearbox.

OUR PICK

1.5 TSI 150

The later 148bhp 1.5-litre turbo petrol is the pick of the range, offering plenty of performance for a lower price than the diesels. It revs freely, hits 0-62mph in 8.9sec and is the most refined unit.

WILD CARD

CITROEN GRAND C4 SPACETOURER

The keen-value seven-seat Grand C4 Picasso, (later Grand C4 Spacetourer) is, if anything, even more comfortable than the VW. It's not quite as well packaged as the Touran, though.

James Ruppert

KICKING TYRES

Bang-tidy 525i SE of 1991 vintage with 48k miles was £7950

At the blunt end of the car trade, it is possible to sell absolutely anything with four wheels and an operational gearbox, apparently. People are fighting over Audi A4s with serious six-figure mileages and interiors that can only be described as skip-like. Meanwhile, I am getting excited about interesting oddities that go for a grand or two and restore my faith in the usefulness of the used car market.

Such as a Volkswagen Polo, which seems drearily predictable, except that this one is a breadvan – a later example from 1993. When was the last time you saw one of those? It's a 1.3-litre model with six previous keepers, a very modest 92,000 miles and, I am assured, no rust. This little peach is £999 from a dealer, so if there are problems, they will be obliged to sort them out and deliver you a roadworthy car. Wonderful. I can't better that.

Except that a friend sent me a mystery link to a car advertisement asking for my opinion. This time I was taken back to 1991 and faced with a BMW 525i SE with an automatic gearbox. I once owned an identical model and miss it hugely. This example had covered only 48,000 miles and was a two-owner 5 Series in time-warp condition – and naturally it had an asking price to reflect it: a substantial £7950. Initially I baulked but, given a little bit of time for reflection, reckoned that's about right. You can't buy quality like this any more and it would be impossible to find any modern equivalent that would give you change out of £50k.

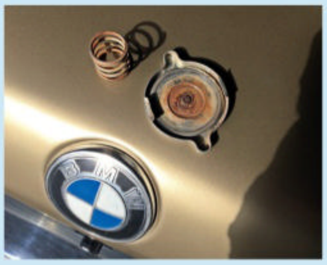
While I'm here looking at ancient old things, in my experience and from yours especially, it is impossible to go wrong with an old-generation Honda Civic. My eye was caught by a 1999 1.4-litre three-door auto with a little over 120,000 miles being sold by a dealer for just under £700. A few years ago, it might have been a bit cheaper, but not by very much. These are the cheapies that everyday drivers need and can still buy. The insurance can be a bit more than with a Ford Fiesta and ditto parts, but overall it shouldn't let you down.

I was going to finish with some prestige but a private seller with a 2007 Kia Sorento 2.5 CRDi Titan auto seemed like a good bet with 100,000 miles for just under £1000. There are some great-value buys out there.

> "People are fighting over Audi A4s with six-figure mileages and skip-like interiors"

RUPPERT'S GARAGE

I need a new radiator cap for the Baby Shark (E21-gen BMW 320) because the existing one has fallen apart, which is a worry. My local motor factors didn't have one and neither did a national chain of car parts retailers. But the Lorry (Land Rover Series 3) did so I've borrowed it. That was lucky.



CULT HERO

MASERATI 3200 GT

JUST THE HIGH COST OF LOVING

Don't let this beauty's big billls keep you from temptation, says **Mark Pearson**

You might be tempted by any car wearing a Maserati badge that you can buy for just £10,000, but I have to warn you that there is, alas, no such thing as a bargain. To keep said Maserati on the road for even the most minuscule of annual mileages and running even reasonably well will cost you more than a small nation's annual GDP, but could it possibly be, if we put the vulgar subject of money to one side for a moment, actually worth it?

Well, there are few car badges with as much cachet. Chuck your car keys down on the bar at the Dog and Duck and all your friends will swoon. This cut-price 3200 GT may have been launched in 1998, but it still looks pretty neat today, with its handsome Italdesign styling and boomerang rear lights and lavishly leathered interior.

Under the hood and at the heart of the 3200 GT is a 90deg, DOHC 370bhp twin-turbocharged 3.2-litre V8 incorporating Formula 1-style drive-by-wire throttle technology. It's a punchy unit powerful enough to push the Maserati from 0-62mph in 5.1sec (5.7sec in Automatica form) and on up to 174mph, or 168mph for the four-speed automatic.

The 3200 GT also came with a six-speed manual transmission, a quirk being that it uses power-steering fluid as gearbox oil. Our testers actually favoured the automatic, even though it's a relatively simple four-speeder. The heavy clutch and engine's ferocious delivery make the manual harder work.

Nearly all UK 3200 GTs had a Sports package suspension too. This was a computer-controlled active ride system that used servos to stiffen the front Bilstein dampers under braking and the rear ones under acceleration. It could also increase roll stiffness in the bends. A Sport button made the whole lot even stiffer.

So, despite a few reservations about some of the very early examples we drove, it was launched to mostly positive reviews and ran until 2002, when it was replaced by the similar-looking but more or less entirely different 4200 GT.

We liked the 3200 GT, too, mostly, calling it the best Maserati for 20 years. It was undeniably firm in the ride department, but what

> "The 370bhp twin-turbo V8 incorporated Formula 1-style drive-by-wire throttle tech"

Corrosion can occur at bottom of rear lights and in front of rear wheel arch

Interior wears well, but leather topping on dash can shrink

> **WHAT WE SAID THEN**
>
> **13 DECEMBER 2000**
>
> "Few cars have a more welcoming interior. There's glorious Connolly leather all over the place. Even the trademark clock, which in other Maseratis looks utterly kitsch, is tasteful in the 3200 GT. There's more room than you'll find in a Jaguar XK8, too. It may have only managed to get to 60mph from rest in 6.2sec, but it feels a damned sight quicker than that. It's so urgent; you have only to tickle the throttle and the car leaps forward."

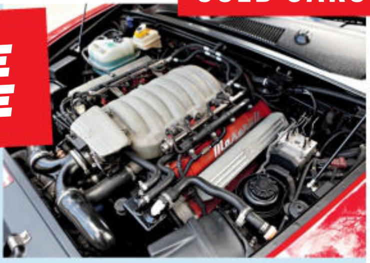
do you expect? Bumps that wouldn't have fazed a Jaguar XKR could send shudders through the bodyshell, added to which road roar above 60mph could become intrusive.

It steered nicely, though, through a 2.7-turns-lock-to-lock powered rack, although our testers noted a spot of vagueness just off-centre. Grip levels were high in the dry, but the 3200 GT could be quite a handful on a wet road, especially if you were the sort who turned off the traction control. Mix a limited-slip differential with a surge of turbo boost and you got yourself some good old-fashioned oversteer.

Oh, and if you really are thinking of buying, you will need deep pockets not just for the parts and servicing; you can expect to see no more than 15mpg in everyday use from this beauty.

And should you fancy even more sizzle, the limited-run Assetto Corsa was offered late in the 3200 GT's life. It rode on 15mm-lower suspension and had different wheels and tyres, a quicker steering ratio, red brake calipers and lightened brake ducts.

HOW TO GET ONE IN YOUR GARAGE



An owner's view

KEVIN DAKE

"I bought a nearly new 2002 Spyder with the larger V8 and kept it for 15 years. Because I lived out in the sticks, it suffered terrible neglect in my hands, but it mostly kept working. I did service it when it needed it, and I kept the mileage low. Parts and servicing were incredibly expensive, though. I loved the engine note and the speed and the handling. I sold it to a friend, and so far he hasn't fallen out with me over it; in fact, the car is thriving."

Buyer beware...

■ ENGINE

If this goes wrong, you're in serious trouble – so shop carefully. You want a stack of receipts for recent, regular work to show that it has been looked after properly. Keep an eye out for leaks, and if the oil pressure gauge isn't at five bar at idle, have the engine checked. Check cam covers for oil leaks. Cambelt change is every 31,000 miles or four years; timing chains every 68,000 miles. Check for noisy valve shims and excessive crankshaft-end float on manual cars. A failing crankshaft sensor can cause starting problems. An engine that hunts or fails to start may need a new throttle potentiometer.

■ TRANSMISSION

The four-speed automatic is known to be fairly strong, as is the manual, although clutches can wear quickly. If the release fork breaks off its brace, you're looking at a huge bill, so check that it's shifting as it should. The automatic gearbox's tail-flange retaining nut can also come loose. The fly-by-wire throttle gives lumpy in-town performance requiring lots of clutch slip, which can reduce clutch life. Clutches are hard to source.

■ SUSPENSION

The suspension requires bushes that are specific to the 3200 GT, and they perish over time. If there's any wander or uneven wear, get the geometry checked. All suspension joints are prone to premature failure. Steel bushes in wishbones are a weak spot and cripplingly expensive. Rear dampers can leak. Deep potholes can pop out the captive nut on the top front suspension mount, requiring engine removal to fix. At the rear, the rose joint in the track-adjusting arm (part of the lower wishbone) deteriorates first, resulting in odd handling. Front anti-roll-bar links also wear, causing rattles.

■ BRAKES

These are generally resilient, although the ABS pump can go. Brake pipes rust, so check them for leaks. Pads and discs vary depending on whether you go for Maserati items or aftermarket parts. Brake discs corrode because they run without backplates to save weight; handbrakes seize.

■ ELECTRICS

Electrics are sensitive to battery condition, so keep it plugged in. Engine-check-light issues are common, generally caused by bodged connections.

Also worth knowing

Parts such as crankshafts, clutches and throttle-position sensors are becoming harder to find as suppliers stop making them.

Service history is especially important on a car like this, so ensure there are lots of receipts and paperwork, if not a full history – and read it all thoroughly.

A Spyder was launched in 2001. Italdesign cut 22cm off the wheelbase to create a two-seat drop-top with an automatic electrohydraulic roof. The Spyder was the first to use the all-new, Ferrari-built 390bhp 4.2-litre V8, which then went into the 4200 GT.

How much to spend

£10,000-£14,999

Higher-mileage cars bought privately. Some very nice buys here but check paperwork thoroughly. Worth putting on a ramp, too.

£15,000 AND ABOVE

Post-2000 cars with mileages below 70,000 and bought from specialist dealers. Some Assetto Corsa examples here too.

One we found

MASERATI 3200 GT, 2000, 78,000 MILES, £10,495

Our find comes with the rare optional carbonfibre centre console and gearknob. The cambelt, water pump and clutch have all been replaced and the gunmetal alloys refurbished. It has an MOT until next February and comes with a detailed service history.

NEW CARS A TO Z

For full reviews of every car listed here, visit our website, **autocar.co.uk**

ECONOMY EXPLAINED

Between the various figures produced on the old-style NEDC, transitional NEDC Correlated and new-style WLTP laboratory emissions and fuel economy tests, it has become tricky to compare manufacturers' claimed efficiency on the latest new cars. When you see a fuel economy and CO_2 figure reference elsewhere, it's often without explanation.

So, to provide as fair and clear a basis for comparison as possible, you'll only ever read WLTP combined fuel economy and CO_2 figures in Autocar's first drive reviews, features and comparison tests – and on these data pages. Those are the aggregated results of four lab tests carried out across as many different cruising speed ranges – although they're sometimes expressed as a range rather than as one specific figure to show the different results recorded by the heaviest and lightest available examples of the car in question (depending on optional equipment).

In road tests, you'll also see our own independently produced real-world fuel economy test results for comparison with the lab test claims. We produce an average, track and touring figure for each car we test, as often as possible on a brim-to-brim test basis.

While 'average' represents the overall economy returned by a new car over a full road test and 'track' is relevant only to intensive performance testing (the length and conditions of which can vary slightly), 'touring' gives the best guide of the kind of economy you might see from a car at a steady 70mph motorway cruise.

We do real-world efficiency and range testing on electric cars, too, expressing the former in terms of miles per kilowatt hour, as manufacturers do increasingly widely by convention.

STAR RATINGS EXPLAINED

☆☆☆☆☆	Inherently dangerous/unsafe. Tragically, irredeemably flawed.
⯪☆☆☆☆	Appalling. Massively significant failings.
★☆☆☆☆	Very poor. Fails to meet any accepted class boundaries.
★⯪☆☆☆	Poor. Within acceptable class boundaries in a few areas. Still not recommendable.
★★☆☆☆	Off the pace. Below average in nearly all areas.
★★⯪☆☆	Acceptable. About average in key areas, but disappoints.
★★★☆☆	Competent. Above average in some areas, average in others. Outstanding in none.
★★★⯪☆	Good. Competitive in key areas.
★★★★☆	Very good. Very competitive in key areas, competitive in secondary respects.
★★★★⯪	Excellent. Near class-leading in key areas and in some ways outstanding.
★★★★★	Brilliant, unsurpassed. All but flawless.

ABARTH

595 3dr hatch/2dr open £23,165–£27,315 ★★★⯪☆

The Fiat 500's Abarth makeover makes it a true pocket rocket. **LxWxH** 3657x1627x1485 **Kerb weight** 1070kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.4 T-jet 145	143	130	7.8	38.7-39.2	155
1.4 T-jet 165	162	135	7.3	37.7-38.2	155
1.4 T-jet 180 Competizione	177	140	6.9	36.7	156
1.4 T-jet 180 Esseesse	177	140	6.7	36.7	160

695 3dr hatch/2dr open £25,665–£32,015 ★★★⯪☆

A convincing track-day 500 with decent dynamic ability, but overly firm ride spoils it. **LxWxH** 3657x1627x1485 **Kerb weight** 1045kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.4 T-jet 180 Esseesse	177	140	6.7	36.2-36.7	156

AC

Cobra 2dr open £89,500–£145,000 ★★★★☆

Can't match modern supercars but is pure driving indulgence. **LxWxH** 3657x1627x1485 **Kerb weight** 1100kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
140 Charter Edition	350	na	6.0	na	na
378 Superblower	650	155	4.1	na	na
Series 1 Electric	650	308	6.7	150	0

ALFA ROMEO

Giulia 4dr saloon £43,199–£52,199 ★★★★⯪

Handsome and special dynamically but lacks finesse and comes as an auto only. **LxWxH** 4643x1860x1436 **Kerb weight** 1429kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 Turbo Petrol 200	197	146	6.6	36.2	176-184
2.0 Turbo Petrol 280	276	149	5.7	33.6	195

Tonale 5dr SUV £38,595–£48,495 ★★★⯪☆

Decent dynamically and reasonable value. However, lacks the appeal expected from the marque. **LxWxH** 4528x1841x1601 **Kerb weight** 1525kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 MHEV Speciale 5dr Auto	160	132	8.8	49.6	130
1.5 MHEV Ti 5dr Auto	160	132	8.8	49.6	130
1.5 MHEV Veloce 5dr Auto	160	132	8.8	49.6	130

Stelvio 5dr SUV £47,295–£58,595 ★★★★⯪

Alfa's second SUV is a solid effort. Choosing the petrol version gives it charisma. **LxWxH** 4687x1903x1671 **Kerb weight** 1604kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.2 Turbo Diesel 190	187	130	7.6	45.6	156
2.2 Turbo Diesel 210 Q4 AWD	207	134	6.6	42.8	162
2.0 Turbo 200 Q4 AWD	197	134	7.2	30.1	195
2.0 Turbo 280 Q4 AWD	276	143	5.7	30.4	195

ALPINE

A110 2dr coupé £49,990–£129,440 ★★★★★

A much, much greater car and achievement than the sum of its parts suggests. **LxWxH** 4180x1980x1252 **Kerb weight** 1080kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.8 Turbo	248	155	4.5	42.2	152
1.8 Turbo S	288	162	4.4	41.5	153
1.8 Turbo R	288	177	3.9	41.5	154

ARIEL

Atom 0dr open £40,669 ★★★★⯪

Simple, purist concept remains but everything else has changed… for the better. **LxWxH** 3520x1880x1122 **Kerb weight** 595kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 turbo	320	162	2.8	na	na

Nomad 0dr open £37,549 ★★★★★

Well inside the top 10 list of our favourite cars. A revelation and a riot to drive. **LxWxH** 3215x1850x1425 **Kerb weight** 670kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.4 K24 i-VTEC	235	125	3.4	na	na

ASTON MARTIN

Vantage 2dr coupé/2dr open £133,920–£165,420 ★★★★⯪

The faster, cleverer, more hardcore entry-level Aston tops its class. **LxWxH** 4465x1942x1273 **Kerb weight** 1630kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
4.0 V8	510	190-195	3.6-3.8	25.7	264
4.0 V8 F1 Edition	535	195	3.6	24.3	264

DB11 2dr coupé/2dr open £166,070–£180,420 ★★★★★

The stunning replacement for the already seductive DB9 is tyre-shreddingly good. **LxWxH** 4739x2060x1279 **Kerb weight** 1875kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
4.0 V8	528	192	4.0	25.1	254
5.2 V12 AMR	630	208	3.7	21.1	303

DBS 2dr coupé/open £259,420–£279,920 ★★★★★

Effortlessly fast, intoxicating to drive: the big Aston is better than ever. **LxWxH** 4712x2146x1280 **Kerb weight** 1693kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
5.2 V12	715	211	3.4	20.9	306

DBX 5dr SUV £168,420–£192,420 ★★★★⯪

Doesn't try to be the biggest, fastest SUV, and may be all the more appealing for it. **LxWxH** 5039x1998x1680 **Kerb weight** 2245kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
4.0 V8	550	181	4.5	19.8	323
4.0 V8 DBX 707	697	193	3.3	19.9	323

AUDI

A1 Sportback 5dr hatch £20,665–£28,900 ★★★⯪☆

Quite pricey, but a rounded car with plenty of rational appeal. **LxWxH** 4029x1746x1418 **Kerb weight** 1105kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 25 TFSI	94	118	10.8	48.7-50.4	128-133
1.0 30 TFSI	114	126	9.5	46.3-51.4	124-139
1.5 35 TFSI	148	137	7.7	44.1-44.8	142-145

A3 Sportback 5dr hatch £26,045–£48,455 ★★★★☆

Bolder design and improved dynamics make the A3 stand out more than ever. **LxWxH** 4343x1816x1425 **Kerb weight** 1220kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 30 TFSI	108	127	10.6	48.7-51.4	125-132
1.5 35 TFSI	148	139	8.7	46.3-50.4	128-138
2.0 40 TFSI quattro	201	150	6.9	38.7-40.4	159-166
2.0 40 TFSIe	201	141	7.6	235.4	29
2.0 45 TFSIe	242	144	6.8	235.4	29
2.0 S3 quattro	308	155	4.8	34.4-34.9	183-186
2.0 30 TDI	113	128	10.1	61.4-64.2	115-122
2.0 35 TDI	148	142	8.3	56.5-62.8	112-130
2.0 40 TDI quattro	198	151	6.8	47.9-50.4	148-155

A3 Saloon 4dr saloon £28,010–£49,020 ★★★★☆

Undercuts the case to own an A4. Upmarket interior and good to drive. **LxWxH** 4495x1984x1425 **Kerb weight** 1225kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 30 TFSI	108	130	10.6	50.4-51.4	124-128
1.5 35 TFSI	148	144	8.7	47.9-50.4	127-134
2.0 40 TFSI quattro	201	154	7.0	39.2-40.9	157-165
2.0 S3 quattro	308	155	4.8	35.3-36.2	178-181
2.0 30 TDI	116	130	10.1	62.8-64.2	114-119
2.0 35 TDI	148	142	8.3	58.9-67.3	111-127
2.0 40 TDI quattro	198	155	6.8	48.7-51.4	145-152

A4 4dr saloon £34,565–£59,830 ★★★★☆

High quality and competent but leaves the dynamic finesse to its rivals. **LxWxH** 4726x1842x1427 **Kerb weight** 1320kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 35 TFSI	148	140	8.6	40.9-46.3	141-155
2.0 40 TFSI	201	155	7.3	40.9-44.8	143-156
2.0 45 TFSI quattro	242	155	5.6	34.9-35.3	181-184
2.0 30 TDI	132	133	9.5	50.4-55.4	133-146
2.0 35 TDI	148	142	8.9	50.4-55.4	133-146
2.0 40 TDI quattro	187	146	7.4	50.4-54.3	137-148
3.0 S4 TDI	341	155	4.6	40.4-40.9	185-187

A4 Avant 5dr estate £35,965–£87,795 ★★★★☆

Classy and demure estate lacks the dynamic sparkle of rivals. **LxWxH** 4725x1842x1434 **Kerb weight** 1370kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 35 TFSI	148	137	9.2	39.8-44.8	143-162
2.0 40 TFSI	201	146	7.3	39.8-43.5	147-162
2.0 45 TFSI quattro	242	155	6.0	33.6-34.4	187-191
3.0 V6 TFSI RS4 Avant	448	155-180	4.1-3.9	28.1-28.2	220-226
2.0 30 TDI	132	131	9.8	49.6-54.3	137-150
2.0 35 TDI	148	132	9.2	49.6-54.3	137-150
2.0 40 TDI quattro	201	143-144	7.1	47.9-52.3	144-156
3.0 50 TDI Allroad quattro	282	155	5.3	38.2	181
3.0 S4 TDI quattro	342	155	4.7	39.2-39.8	181-193

A5 2dr coupé £40,545–£91,750 ★★★★☆

Refreshed coupé gets a sharper look and a refreshed interior. Still mundane to drive. **LxWxH** 4673x1846x1371 **Kerb weight** 1390kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 35 TFSI	148	140	8.9	41.5-45.6	141-154
2.0 40 TFSI	201	150	7.1	41.5-47.1	141-154
2.0 45 TFSI quattro	242	155	4.8	34.9-38.8	180-184
2.9 V6 TFSI RS5 quattro	448	174	3.9	29.1	220
2.0 35 TDI	163	162	8.2	51.4-55.4	133-144
2.0 40 TDI quattro	201	146	6.9	50.4-54.3	135-146
3.0 V6 S5 TDI quattro	339	155	4.6	39.2-40.4	184-188

A5 Sportback 5dr coupé £40,545–£91,750 ★★★★☆

Refined, good-looking four-door coupé is sadly short on charm and finesse. **LxWxH** 4733x1843x1386 **Kerb weight** 1425kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 35 TFSI	148	139	9.1	40.9-44.8	144-158
2.0 40 TFSI	201	150	7.2	40.9-44.8	143-158
2.0 45 TFSI quattro	242	155	5.6	34.4-35.3	183-187
2.9 V6 TFSI RS5 quattro	448	174	3.9	28.5-28.8	222-224
2.0 35 TDI	148	135	8.4	50.4-54.3	135-147
2.0 40 TDI quattro	201	146	7.6	49.6-54.3	137-149
3.0 S5 TDI quattro	345	155	4.6	39.8-40.4	183-187

A6 4dr saloon £40,905–£81,340 ★★★★☆

Supremely well constructed but a bit soulless to drive. A smart office on wheels. **LxWxH** 4939x1886x1457 **Kerb weight** 1645kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 40 TFSI	201	152	7.3	37.7-39.2	163-171
2.0 45 TFSI quattro	242	155	6.0	35.3-37.2	172-182
2.0 50 TFSIe quattro	299	155	6.2	217.3	31
3.0 55 TFSI quattro	335	155	5.1	32.8-34.9	184-196
2.0 40 TDI	201	152	8.1	47.9-51.4	145-155
2.0 40 TDI quattro	201	153	7.6	45.6-47.9	155-163
3.0 50 TDI quattro	282	155	5.5	38.7-40.4	183-191
3.0 S6 TDI quattro	344	155	5.0	36.2	203-205

A6 Avant 5dr estate £43,055–£116,624 ★★★★☆

A capable and high-tech throwback that's a timely reminder of what Audi does best. **LxWxH** 4939x1886x1467 **Kerb weight** 1710kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 40 TFSI	201	149	7.5	36.2-38.2	168-178
2.0 45 TFSI quattro	242	155	6.2	34-36.2	177-189
2.0 50 TFSIe quattro	294	155	6.2	217.3	31
4.0 RS6 quattro	596	155-174	3.6	21.9-22.6	283-294
2.0 40 TDI	201	149	8.3	45.6-49.6	150-162
2.0 40 TDI quattro	201	150	7.6	44.1-46.3	159-167
3.0 S6 TDI quattro	344	155	5.1	35.3	209

A7 Sportback 5dr coupé £55,115–£133,705 ★★★⯪☆

Easy on the eye and to live with, but let down by stolid dynamics. **LxWxH** 4969x1908x1422 **Kerb weight** 1880kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 45 TFSI quattro	242	155	6.2	35.3-36.2	177-183
2.0 50 TFSIe quattro	294	155	6.3	134.5-141.2	46-47
4.0 RS7 quattro	596	155-174	3.6	22.2-23.0	280-287
2.0 40 TDI	201	152	8.3	47.9-49.6	150-156
2.0 40 TDI quattro	201	155	7.0	45.6-47.1	158-163
3.0 S7 TDI quattro	344	155	5.1	35.3-35.8	205-208

A8 4dr saloon £76,135–£118,830 ★★★★☆

Technical tour de force benefits from Audi's knack of making very good limousines. **LxWxH** 5172x1945x1473 **Kerb weight** 1920kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 55 TFSI quattro	335	155	5.6	28.2-29.4	206-212
3.0 55 TFSI quattro LWB	335	155	5.7	28.2-29.1	219-228
3.0 60 TFSIe quattro	449	155	4.9	100.9-113.0	57-64
3.0 50 TDI quattro	282	155	5.9	38.7-40.9	180-192
3.0 50 TDI quattro LWB	282	155	5.9	38.2-40.4	182-193

E-tron GT 4dr saloon £84,000–£137,390 ★★★★⯪

Combines striking looks with a high-class interior and never feels short of pace. **LxWxH** 4989x2158x1396 **Kerb weight** 2276kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
quattro 93kWh	528	152	4.1	296	0
RS quattro 93kWh	637	155	3.3	283	0

Q2 5dr SUV £25,580–£48,175 ★★★★☆

Audi's smallest SUV is a decent stepping stone from the A3 to the Q range. **LxWxH** 4191x1794x1508 **Kerb weight** 1205kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 30 TFSI	108	122	11.2	44.8-47.1	135-143
1.5 35 TFSI	148	131	8.6	42.2-44.8	142-151
2.0 SQ2 TFSI	298	155	4.9	32.8-33.2	192-195

Q3 5dr SUV £32,225–£64,755 ★★★⯪☆

Typically refined and competent but feels more like an A3 than an Audi SUV. **LxWxH** 4388x1831x1608 **Kerb weight** 1385kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 35 TFSI	148	128-131	9.2-9.6	38.7-42.2	153-166
2.0 40 TFSI quattro	187	136	7.4	31.0-32.5	197-207
2.0 45 TFSI quattro	243	147	5.8	31.0-31.7	195
2.0 45 TFSIe	243	130	7.3	141.2	44-45
2.5 RS Q3 quattro	396	155	4.5	27.7-28.8	217-227
2.0 35 TDI	148	128	9.3	47.9-49.6	150-154
2.0 35 TDI quattro	148	131	9.3	39.2-40.9	133-139
2.0 40 TDI quattro	197	139	7.3	37.7-40.4	173

Q3 Sportback 5dr SUV £35,025–£65,905 ★★★⯪☆

A more sporting take on the compact SUV, with similarly stable handling. **LxWxH** 4500x1856x1567 **Kerb weight** 1460kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 35 TFSI	148	126	9.6	39.2-41.5	153-166
2.0 40 TFSI quattro	187	136	7.4	30.7-32.1	197-207
2.0 45 TFSI quattro	243	147	5.8	32.5-32.8	195
2.0 45 TFSIe	243	130	7.3	141.2	44-45
2.5 RS Q3 quattro	396	155	4.5	27.7-28.5	223-231
2.0 35 TDI	148	126	9.3	48.7-51.4	14552
2.0 35 TDI quattro	148	131	9.3	40.4-44.8	133-139
2.0 40 TDI quattro	197	139	7.3	38.2-39.8	173

Q4 E-tron 5dr SUV £49,930–£62,505 ★★★⯪☆

Practical, pleasant and efficient – if not quite a superior premium product. **LxWxH** 4588x2108x1632 **Kerb weight** 1890kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
35 125k	168	99	9.0	201	0
40 150kW	201	99	8.5	307	0
50 quattro 220kW	296	111	6.2	298	0

Q4 E-tron Sportback 5dr SUV £51,430–£64,005 ★★★⯪☆

Fastback variant of Audi's mainstream electric SUV is agile and terrifically refined. **LxWxH** 4588x2108x1614 **Kerb weight** 1895kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
35 125kW	168	99	9.0	211	0
40 150kW	201	99	8.5	318	0
50 quattro 220kW	296	111	6.2	302	0

Q5 5dr SUV £47,795–£75,395 ★★★★☆

Appealing combination of Audi allure, affordable SUV practicality and attractiveness. **LxWxH** 4663x1893x1659 **Kerb weight** 1720kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 45 TFSI quattro	242	147	6.4	31.0-33.6	191-206
2.0 50 TFSIe quattro	249	148	6.1	128.4	49
2.0 40 TDI quattro	187	136	8.1	41.5-44.8	165-179
3.0 SQ5 TDI quattro	344	155	5.1	32.8-34.4	216-224

Q5 Sportback 5dr SUV £50,245–£77,845 ★★★⯪☆

Reduced accommodation and practicality, but still a refined and solid steer. **LxWxH** 4689x1893x1660 **Kerb weight** 2010-2150kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 45 TFSI quattro	263	149	6.1	31.7-33.6	192-202
2.0 50 TFSIe quattro	297	148	6.1	176.6-188.3	36-38
2.0 40 TDI quattro	201	137	7.6	42.2-44.8	166-176
3.0 SQ5 TDI quattro	336	155	5.1	33.2-34.4	216-222

Q7 5dr SUV £60,820–£100,840 ★★★★☆

Unengaging to drive and light on feel, but the cabin is both huge and classy. **LxWxH** 5052x1968x1740 **Kerb weight** 2060kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 V6 55 TFSI quattro	338	155	5.9	25.4-27.4	233-253
3.0 V6 55 TFSIe quattro	376	149	5.9	108.6-113	56-58
4.0 SQ7 quattro	500	155	4.1	29.4-30.1	232
3.0 V6 45 TDI quattro	228	142	7.3	32.1-34.0	217-230
3.0 V6 50 TDI quattro	282	150	6.5	32.1-34.0	217-230

Q8 5dr SUV £71,635–£129,965 ★★★★☆

Striking and effective coupé-SUV range-topper leaves us wanting more. **LxWxH** 4986x1995x1705 **Kerb weight** 2145kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 V6 55 TFSI quattro	335	155	5.9	25.9-26.4	243-248
3.0 V6 55 TFSIe quattro	381	149	5.8	94.2	67-68
3.0 V6 60 TFSIe quattro	462	149	5.4	94.2-97.4	66-68
4.0 SQ8 quattro	503	155	4.1	31.0-31.7	234-239
4.0 V8 RS Q8 quattro	592	155	3.8	20.2-20.5	314-318
3.0 V6 50 TDI quattro	282	150	6.1	32.8-33.2	222-226

Q8 E-tron 5dr SUV £67,800–£114,500 ★★★★⯪

A rounded, uber-luxurious addition to the premium EV niche. **LxWxH** 4901x1935x1629 **Kerb weight** 2490kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
50 quattro 95kWh	335	124	6.8	190	0
55 quattro 114kWh	408	124	5.6	237	0
SQ8 quattro 114kWh	503	130	4.5	223	0

Q8 E-tron Sportback 5dr SUV £70,300–£117,000 ★★★★⯪

Quick and classy EV builds on the solid foundations of its more upright sibling. **LxWxH** 4901x1935x1616 **Kerb weight** 2480kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
50 quattro 95kWH	335	118	6.0	192	0
55 quattro 114kWh	403	124	5.6	242	0
SQ8 quattro 114kWh	503	130	4.5	224	0

TT 2dr coupé £35,415–£87,650 ★★★★☆

Still serves up plenty of pace, style and usability for the money. It's better to drive, too. **LxWxH** 4191x1966x1376 **Kerb weight** 1365kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 40 TFSI	194	155	6.6	40.4-41.5	154-158
2.0 45 TFSI	242	155	5.8-5.9	38.7-39.2	162-167
2.0 45 TFSI quattro	242	155	5.2	34.9-35.8	180-184
2.0 50 TFSI quattro TTS	302	155	4.5	34.9-35.3	180-183
2.5 TT RS quattro	395	155	3.7	30.7	208-210

TT Roadster 2dr open £37,165–£72,050 ★★★★☆

Plenty of pace and driver reward, along with prestige and design-icon style. **LxWxH** 4191x1966x1355 **Kerb weight** 1455kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 40 TFSI	194	155	6.9	39.2-40.4	159-163
2.0 45 TFSI	242	155	6.0-6.1	37.2-38.2	168-172
2.0 45 TFSI quattro	242	155	5.5	33.6-34.4	185-190
2.0 50 TFSI quattro TTS	302	155	4.8	34.0-34.4	185-188
2.5 TT RS quattro	395	155	3.9	29.7-30.1	214-215

R8 2dr coupé £134,805–£170,910 ★★★★☆

Usable but no less involving or dramatic for it. V10 is deliciously brutal. **LxWxH** 4426x1940x1240 **Kerb weight** 1590kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
5.2 V10 RWD	538	201	3.7	22.2	288
5.2 V10 quattro	567	201	3.4	21.9	294
5.2 V10 Performance q'tro	610	205	3.1	21.7	295-296

R8 Spyder 2dr open £144,195–£180,260 ★★★★☆

Taking the roof off the R8 enhances the drama tenfold. **LxWxH** 4426x1940x1245 **Kerb weight** 1680kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
5.2 V10 RWD	538	200	3.8	20.9	307
5.2 V10 quattro	567	200	3.5	20.5	313
5.2 V10 Performance q'tro	610	204	3.2	20.3	315

BAC

Mono 0dr open £165,125 ★★★★½

An F-22 Raptor for the road, only significantly better built. **LxWxH** 3952x1836x1110 **Kerb weight** 580kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.5 VVT	305	170	2.8	na	na

BENTLEY

Continental GT 2dr coupé £201,020–£260,120 ★★★★☆

Refined and improved in every area, making the Conti a superb grand tourer. **LxWxH** 4850x1966x1405 **Kerb weight** 2244kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
4.0 V8	542	198	4.0	23.9	268
6.0 W12 Speed	626	207	3.6	20.8	308

Continental GTC 2dr open £220,720–£285,920 ★★★★½

Immensely capable and refined open-top cruiser with effortless performance. **LxWxH** 4850x2187x1399 **Kerb weight** 2414kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
4.0 V8	542	198	4.1	23.3	275
6.0 W12 Speed	626	207	3.7	20.2	336

Flying Spur 4dr saloon £170,720–£204,420 ★★★★½

New from the ground up, with the looks and technology of a class winner. **LxWxH** 5316x1879x1483 **Kerb weight** 2437kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 V6 Hybrid	536	177	4.3	na	na
4.0 V8	548	198	4.1	22.2	288
6.0 W12	632	207	3.8	19.1	337

Bentayga 5dr SUV £155,665–£213,720 ★★★★½

Crewe's first attempt at an SUV remains ahead of most luxury rivals. **LxWxH** 5140x1998x1742 **Kerb weight** 2505kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 V6 Hybrid	448	158	5.5	83.1	82
4.0 V8	542	171	4.5	21.7	302

BMW

1 Series 5dr hatch £27,825–£36,810 ★★★★½

May not drive like a traditional BMW but delivers on upmarket hatch values. **LxWxH** 4319x1799x1434 **Kerb weight** 1365kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
118i	138	132	8.5	46.3-47.1	130-134
128ti	261	155	6.1	40.9	157
M135i xDrive	302	155	4.8	36.2	177
116d	114	124	10.1-10.3	60.1-62.8	119-123
118d	148	134	8.4-8.5	58.9-60.1	123-127
120d	187	144	7.3	55.4-57.6	129-133

2 Series 2dr coupé £36,710–£64,315 ★★★★½

Takes everything positive about its predecessor and refines it further. **LxWxH** 4537x2068x1390 **Kerb weight** 1490kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
220i	184	147	7.5	44.1	145
230i	242	155	5.9	42.8	151
M240i xDrive	374	155	4.3	34.4	186
M2	454	155	4.3	29.1	220
220d	188	147	6.9	60.1	122

2 Series Gran Coupé 4dr saloon £29,890–£42,300 ★★★☆☆

Blends 1 Series platform with rakish looks, but lacks the coupé's driver appeal. **LxWxH** 4526x1800x1420 **Kerb weight** 1350kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
218i	138	134	8.7	46.3-47.1	136-138
220i	178	148	7.1	46.3-47.1	136-139
M235i xDrive	302	155	4.9	37.2	172
218d	148	138	8.6	58.9-60.1	123-125
220d	188	148	7.5	56.5-57.6	129-131

2 Series Active Tourer 5dr hatch £32,135–£44,265 ★★★★☆

Proves there's still a place for the MPV in this SUV-led world. **LxWxH** 4354x1800x1555 **Kerb weight** 1545kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
220i	154	137	8.1	47.1-47.9	135-137
223i	201	150	7.0	45.6-46.3	138-140
225e xDrive	241	121	6.7	na	na
230e xDrive	321	127	5.5	na	na
218d	148	137	8.8	57.6-58.9	127-129

3 Series 4dr saloon £38,990–£82,665 ★★★★★

Latest 3 Series has a growth spurt, but size is no obstacle for an engaging drive. **LxWxH** 4709x1827x1442 **Kerb weight** 1450kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
320i	181	146	7.1	44.1	144-146
320i xDrive	181	142	7.6	41.5-42.2	153-154
330i	254	155	5.8	40.9-42.8	150-156
330e	288	143	5.9	188.3-201.8	37-38
330e xDrive	288	143	5.9	na	na
M340i xDrive	369	155	4.4	34.9	185
M3 Competition	503	155	3.9	28.8	223
M3 xDrive Competition	503	155	3.5	28.2	228
318d	148	132	8.3-8.4	52.6-62.8	117-129
320d	187	146	6.8-7.1	56.5-60.1	124-131
320d xDrive	187	144	6.9	54.3-56.5	130-136
330d	263	155	5.5	47.1-49.6	150-156
330d xDrive	263	155	5.1	47.1	157-158
M340d xDrive	338	155	4.6	46.3	160

3 Series Touring 5dr estate £39,810–£83,470 ★★★★½

Towering everyday appeal. Arguably the best all-rounder sensible money can buy. **LxWxH** 4620x1811x1430 **Kerb weight** 1565kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
320i	181	143	7.5	42.2	152-153
330i	254	155	5.9	39.2-40.9	156-163
330e	292	143	5.9	176.6-201.8	32-37
330e xDrive	292	140	5.9	156.9-176.6	37-42
M340i xDrive	371	155	4.5	33.6	191
318d	148	133	8.8	57.6-58.9	126-127
320d	188	142	7.1-7.9	54.3-57.6	115-121
320d xDrive	188	142	7.4	51.4-54.3	136-143
330d	263	140	5.6	45.6-47.1	158-163
330d xDrive	261	155	5.4	43.5-44.8	166-171
M340d xDrive	340	155	4.8	44.8	165
M3 xDrive Competition	503	155	3.6	na	235

4 Series 2dr coupé £42,745–£128,225 ★★★★☆

A rounded, engaging and potent coupé let down only by its looks. **LxWxH** 4768x2081x1390 **Kerb weight** 1590kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
420i	181	149	7.5	42.2-44.1	146-151
430i	254	155	5.8	40.4-42.2	153-159
M440i xDrive	369	155	4.5	36.7	175
M4 Competition	503	155	3.9	28.8	228
M4 xDrive Competiton	503	155	3.5	28.2	227
M4 CSL	543	191	3.7	28.5	224

4 Series Convertible 2dr open £48,100–£87,540 ★★★★☆

Fabric-roofed grand tourer has just as much talent as its coupé sibling. **LxWxH** 4768x2081x1384 **Kerb weight** 1715kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
420i	181	147	8.2	40.4-41.5	154-159
430i	242	155	6.2	38.7-40.4	160-165
M440i xDrive	371	155	4.9	35.3	182
M4 xDrive Competition	503	155	3.7	27.7	231

4 Series Gran Coupé 4dr coupé £43,890–£58,480 ★★★★☆

The same impressive package we love from the 3 Series, with added style. **LxWxH** 4783x2073x1442 **Kerb weight** 1825kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
420i	181	146	7.9	41.5	154
430i	242	155	6.2	39.8	160-161
M440i xDrive	371	155	4.7	35.3	182

i4 4dr saloon £56,185–£69,040 ★★★★☆

Fast, refined and with lots of traditional appeal to convert sceptics. **LxWxH** 4783x1852x1448 **Kerb weight** 2215kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
eDrive40	338	118	5.7	352-365	0
M50	542	140	3.9	318	0

5 Series 4dr saloon £42,580–£109,615 ★★★★½

The perfect compromise between the comfy E-Class and dynamic XF, and then some. **LxWxH** 4936x2126x1479 **Kerb weight** 1530kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
520i	181	146	7.8	44.8-45.6	142-145
530e	288	146	5.9	117.7-128.4	32-43
530e xDrive	288	146	5.9	134-166	38-48
545e xDrive	394	155	3.8	128-134	49-51
M550i xDrive	528	155	3.8	25.9	247
M5 Competition	616	155	3.3	25.4	252
520d	187	147	7.5	57.6-58.9	126-129
520d xDrive	187	144	7.6	54.3-55.4	132-135
530d xDrive	261	155	5.4	51.4-52.3	143-145

5 Series Touring 5dr estate £45,185–£61,055 ★★★★½

The excellent 5 Series made in more practical form. The 520d is still the best. **LxWxH** 4942x2126x1498 **Kerb weight** 1630kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
520i	181	139	8.2	40.4-42.2	152-160
530e	292	140	6.1	156.9-176.6	35-40
530e xDrive	292	140	6.1	134.5-156.9	42-47
540i xDrive	335	155	5.1	34.9-35.8	179-185
520d	187	147	7.8	52.3-55.4	134-142
520d xDrive	187	144	7.9	49.6-52.3	140-148
530d xDrive	261	155	5.6	46.3-47.9	160

7 Series 4dr saloon £102,305–£117,555 ★★★★☆

New mild-hybrid flagship saloon is better in every way than its predecessor. **LxWxH** 5098x1902x1478 **Kerb weight** 1755kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
750e xDrive	482	155	4.8	53.4	na
M760e xDrive	563	155	4.3	na	na

i7 4dr saloon £110,545–£137,230

Tech-laden luxury saloon arrives as new flagship with class-leading comfort. **LxWxH** 5391x1950x1544 **Kerb weight** 2715kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
xDrive60	526	149	4.7	na	na

8 Series 2dr coupé/2dr open £81,160–£135,755 ★★★★☆

Has dynamism to spare but not quite the breadth of ability of the best sporting GTs. **LxWxH** 4843x1902x1341 **Kerb weight** 1830kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
840i	335	155	5.0	33.2-33.6	193-194
M850i xDrive	523	155	3.7	24.8-25.2	255-260
M8 Competition	623	155	3.2-3.3	25.2-25.4	252-254

8 Series Gran Coupé 4dr saloon £78,660–£133,255 ★★★★☆

Four-door grand tourer offers greater practicality than its two-door siblings. **LxWxH** 5072x1932x1397 **Kerb weight** 1800kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
840i	335	155	5.2	33.2	194
M850i xDrive	523	155	3.9	24.6	260
M8 Competition	623	155	3.2	25.4	254

X1 5dr SUV £33,775–£46,050 ★★★★☆

Pick of the premium bunch and very spacious, but expensive and not that small **LxWxH** 4500x1845x1642 **Kerb weight** 1655kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
sDrive20i	189	138	7.4	40.9	156-157
xDrive20i	189	na	7.7	38.2-38.7	166-167
xDrive23i	201	145	7.4	41.5	153
xDrive 25e	220	118	6.8	na	na
xDrive 30e	321	127	5.6	na	na
sDrive18d	148	126	8.9	55.4	133-134
xDrive 23d	194	140	7.4	56.5	131

iX1 5dr SUV £52,255–£54,960

Not the most engaging to drive, but a seriously comprehensive electric prospect. **LxWxH** 4500x1845x1642 **Kerb weight** 1655kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
xDrive30	308	112	5.7	na	na

X2 5dr SUV £34,250–£50,100 ★★★★☆

Proves crossovers aren't always worse than the hatchbacks on which they're based. **LxWxH** 4360x1824x1526 **Kerb weight** 1460kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
sDrive18i	138	127	9.6	42.8-43.5	148-150
sDrive20i	189	141	7.7	40.9-41.5	154-156
xDrive20i	189	na	7.6	38.7-39.2	164-166
xDrive25e	220	121	6.8	156.9	40-41
M35i	302	155	4.9	34.4	187

X3 5dr SUV £46,500–£90,795 ★★★★☆

Continues where the last one left off. Dynamically good and more luxurious inside. **LxWxH** 4708x1891x1676 **Kerb weight** 1750kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
xDrive20i	181	134	8.3	35.3-35.8	179-181
xDrive30e	288	130	6.1	134.5	51-54
xDrive M40i	355	155	4.8	31.4	204
X3M Competition	503	155	4.1	24.8	261
xDrive20d	187	132	8.0	47.1-47.9	154-156
xDrive30d	261	149	5.8	45.6	161-163
xDrive M40d	321	155	4.9	43.5	171

iX3 5dr SUV £64,165–£67,165 ★★★★☆

All-electric SUV is brisk, agile, versatile and competitive with its closest rivals. **LxWxH** 4584x1852x1640 **Kerb weight** 2185kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
80kWh	282	112	6.8	286	0

X4 5dr SUV £52,395–£92,555 ★★★½☆

Downsized X6 is respectable enough if not lovable, but the X3 is a better option. **LxWxH** 4671x1881x1624 **Kerb weight** 1735kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
xDrive M40i	336	155	4.9	31.7	203
X4M Competiton	503	155	4.1	24.8	259
xDrive20d	187	131	8.0	47.1-47.9	161-165
xDrive30d	254	145	5.8	45.6-46.3	159-163
xDrive M40d	322	155	4.9	43.5	169

X5 5dr SUV £65,140–£121,290 ★★★★☆

More capable, convenient, refined and classy SUV that's a more satisfying drive. **LxWxH** 4922x2004x1745 **Kerb weight** 2110kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
xDrive40i	335	155	5.5	27.7-28.2	227-231
xDrive45e	282	155	5.6	188.3-235.4	31
xDrive M50i	523	155	4.3	27.3	276
X5M Competition	623	155	3.8	22.1	304
xDrive30d	261	130	6.8	41.5-42.2	175-179
xDrive40d	340	152	5.5	38.7-39.2	192-196

X6 5dr SUV £68,680–£123,990 ★★★½☆

The world's first off-road coupé, but appearances make it difficult to love. **LxWxH** 4909x1989x1702 **Kerb weight** 2065kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
xDrive40i	338	155	5.5	28.0-28.5	225-230
xDrive M50i	523	155	4.3	23.5	272
X6 M Competition	623	155	3.8	22.4	287
xDrive30d	254	143	6.7	42.2-42.8	172-176
xDrive40d	340	154	5.5	38.7-39.8	187-191

iX 5dr SUV £69,905–£119,225 ★★★★☆

Comfort-conscious yet strong and athletic. A bold new flagship for BMW's EV family. **LxWxH** 4953x2230x1696 **Kerb weight** 2510kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
xDrive40	326	124	6.1	256	0
xDrive50	523	124	4.6	375	0
M60	623	155	3.8	346	0

X7 5dr SUV £84,975–£108,935 ★★★★☆

BMW's largest SUV yet crowns the line-up, but faces strong competition. **LxWxH** 5151x2000x1805 **Kerb weight** 2395kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
xDrive40i	338	155	6.1	28.7	249-250
xDrive M50i	523	155	4.7	22.1	283-291
xDrive40d	340	152	6.1	36.2	203-204

Z4 2dr coupé £43,795–£55,570 ★★★★☆

Better to drive than ever but makes a better open-top cruiser than a true sports car. **LxWxH** 4689x1942x1293 **Kerb weight** 1485kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
sDrive20i	195	155	6.6	39.8-40.4	160-161
sDrive30i	255	155	5.4	39.8	161-162
sDrive M40i	338	155	4.6	35.8	181

BMW ALPINA

B3/D3 4dr saloon/5dr estate £63,500–£79,000 ★★★★★

Buchloe's take on 3 Series makes a case for being all the car you could ever need. **LxWxH** 4620x1811x1430 **Kerb weight** 1865kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 BiTurbo	488	187	3.7	25.9	229
3.0 D3S	355	168-170	4.6-4.8	37.2	182

B4/D4 4dr saloon/5dr estate £65,700–£79,890

4 series shell combines the B3's engine to make a very compelling package. **LxWxH** 4794x2068x1438 **Kerb weight** 1890kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 BiTurbo	488	187	3.7	25.9	229
3.0 D4S	355	168-170	4.8	na	182

B5/D5 4dr saloon/5dr estate £66,275–£99,900 ★★★★☆

Is it the best alternative to an M5? Yes, at least from a practicality viewpoint. **LxWxH** 4956x1868x1466 **Kerb weight** 2015kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
4.4 V8 BiTurbo	599	200-205	3.4-4.6	23.5	263
3.0 D5S	347	171	4.8	42.2	199

B7 4dr saloon £126,000 ★★★★☆

A 7 Series with a power boost gives BMW a worthy challenger to the AMG S-Classes. **LxWxH** 5250x1902x1491 **Kerb weight** 2060kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
4.4 V8 BiTurbo	599	205	3.6	24.4	264

B8 Gran Coupé 4dr saloon £136,500 ★★★★☆

Superbly rounded, but lacking some of the dynamism implied by its looks. **LxWxH** 5090x1930x1430 **Kerb weight** 2140kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
4.4 V8 BiTurbo	621	201	3.4	25.4	270

XD3 5dr SUV £70,075 ★★★★☆

Pleasant BMW SUV impressively enhanced with the usual Alpina toolkit. **LxWxH** 4732x1897x2015 **Kerb weight** 2015kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 BiTurbo	330	158	4.9	31.4	173

XB7 5dr SUV £137,000 ★★★★☆

Huge power and impressive luxury credentials, but can't justify the hefty price jump. **LxWxH** 5151x2218x1797 **Kerb weight** 2655kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
4.4 V8 BiTurbo	621	180	4.2	23.5	274

CATERHAM

Seven 2dr open £24,490–£54,990 ★★★★½

The 360 is the sweet spot, giving the Seven just the right hit of performance. **LxWxH** 3100x1575x1090 **Kerb weight** 490kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
660cc Suzuki 170	84	105	6.9	58.4	109
2.0 Duratec 360	180	130	4.8	na	na
2.0 Duratec 420	210	136	3.8	na	na
2.0 Supercharged 620S	310	145	3.4	na	na
2.0 Supercharged 620R	310	155	2.8	na	na

CHEVROLET

Corvette 2dr coupé/2dr open £77,320–£84,120 ★★★★☆

Mid-engined chassis brings handling smarts the 'Vette has never known the likes of. **LxWxH** 4634x1935x1235 **Kerb weight** 1655kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
6.2 V8	475	185	3.5	23.3	277

CITROEN

Ami 2dr quadricycle £7695–£8695

Incredibly slow and basic but full of character and will perfectly suit some use cases. **LxWxH** 2410x1390x1520 **Kerb weight** 471kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
6kW 5.5kWh	8	28	na	43	0

C3 5dr hatchback £13,995–£22,790 ★★★½☆

Funky, fresh look gives a lease of life, shame that underneath isn't the same. **LxWxH** 3996x1749x1474 **Kerb weight** 976kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.2 PureTech 82	79	107	12.8	51.3	130-131
1.2 PureTech 110	107	117	9.3	52.3	129-131
1.5 BlueHDi 100	96	115	10.6	67.0	117-118

C3 Aircross 5dr hatchback £20,745–£26,065 ★★★½☆

Funky-looking C3 gets a jacked-up, rugged SUV look. **LxWxH** 4155x1765x1637 **Kerb weight** 1088kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.2 PureTech 110	107	115	11.3	51.5	141-143
1.2 PureTech 130	127	124	10.4	47.3	150
1.5 BlueHDi 100	96	109	12.8	62.7	126-128

C4 5dr hatchback £22,060–£35,495 ★★★☆☆

Interesting to look at but soft and unrewarding to drive. Electric ë-C4 is better. **LxWxH** 4355x1800x1525 **Kerb weight** 1247kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.2 PureTech	99	114	11.3	54.8	116
1.2 PureTech 130	128	130	8.9-9.4	50.2-54.7	117-127
1.2 PureTech 155	153	129	8.5	48.8	131
1.5 BlueHDi	108	120	10.9	68.7-69.1	114-115
1.5 BlueHDi 130	129	128	9.5	64.5-64.9	114-115
ë-C4 50kWh	134	93	9.7	227	0

C5 Aircross 5dr SUV £26,930–£38,275 ★★★½☆

Smooth-riding SUV has an easy-going nature, but not the most dynamic. **LxWxH** 4500x1859x1670 **Kerb weight** 1530kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.2 PureTech 130	128	117	10.5	44.2	149-151
1.6 PureTech 225 PHEV	223	140	8.7	184.0	50
1.5 BlueHDI 130	129	117	10.4	57.3	138-139

C5 X 5dr SUV £27,790–£38,375 ★★★★☆

An unconventional take on the conventional that brings comfort to the fore. **LxWxH** 4805x1865x1485 **Kerb weight** 1418kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.2 PureTech 130	128	130	10.4	48.6	136
1.6 PureTech 180	181	143	8.1	43.9	147
1.6 PureTech 225 PHEV	223	145	7.8	186-236	30-34

ë-Berlingo 5dr MPV £32,315–£35,035 ★★★☆☆

New electric version of venerable people carrier is suddenly the only one available. **LxWxH** 4403x1921x1849 **Kerb weight** 2440kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
50kWh	136	84	9.0	182	0

CUPRA

Born 5dr hatch £36,475–£41,975 ★★★½☆

Electric hot hatch shows promise and annoyance in equal measure. **LxWxH** 4322x1809x1540 **Kerb weight** 1736kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
58kWh	201	99	7.3	262-263	0
77kWh	226	99	6.6-7	339	0

Leon 5dr hatch £29,515–£40,485 ★★★½☆

PHEV makes for a confused take on the hot hatch. ICE versions are more enjoyable. **LxWxH** 4398x1799x1467 **Kerb weight** 1596kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 TSI	148	133	8.9	47.9	134
1.4 eHybrid	241	140	6.7	217.3	30-32
2.0 TSI	242	155	6.4	39.2	162-163
2.0 TSI 300	298	155	5.7	37.2	171-172

Leon Estate 5dr estate £30,875–£43,595 ★★★★☆

More practical version of the most potent Leon blows as hot and cold as the hatch. **LxWxH** 4657x1799x1463 **Kerb weight** na

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1,5 TSI	148	134	9.2	47.1	136
1.4 eHybrid	241	140	7	201.8	31-34
2.0 TSI 310	306	155	4.9	32.8-34.4	186

Ateca 5dr hatch £41,380–£47,015 ★★★½☆

First model from Seat's stand-alone performance brand has decent pace and precision. **LxWxH** 4376x1841x1615 **Kerb weight** 1615kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 TSI 300	296	153	5.2	32.5	197

Formentor 5dr SUV £30,205–£46,210 ★★★★☆

Bespoke-to-Cupra SUV delivers a well-rounded, sure-footed and rewarding drive. **LxWxH** 4450x1839x1511 **Kerb weight** 1569kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 TSI 150	148	127	8.9	43.5-44.8	143-148
2.0 TSI 190	188	137	7.1	36.2-37.7	171-176
1.4 eHybrid 204	201	127	7.8	201.8-235	33-37
1.4 eHybrid 245	242	130	7.0	176.6-188	33-35
2.0 TSI 310	310	155	4.9	32.8-33.2	193-194

DACIA

Sandero 5dr hatch £12,595–£14,495 ★★★★☆

Still as cheap, remarkably likeable and usable as most recent superminis. **LxWxH** 4088x1848x1499 **Kerb weight** 1130kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 TCe	90	111	11.7	53.3	120
1.0 TCe Bi-Fuel	99	114	11.6	52.3	123

Sandero Stepway 5dr hatch £14,395–£16,935 ★★★½☆

A more expensive and slightly more rugged cheap car – but still limited. **LxWxH** 4099x1848x1535 **Kerb weight** 1040kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 TCe	88	107	12	50.4	127
1.0 TCe 100 Bi-Fuel	99	109	11.9	48.7	130-131

Duster 5dr SUV £15,795–£23,245 ★★★★☆

A value champion. If cheap family transport is what you require, the Duster delivers. **LxWxH** 4341x2052x1633 **Kerb weight** 1189kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 TCe 90	89	103	13.5	46.3	139
1.3 TCe 130	128	120	10.6	45.6	141
1.3 TCe 150	148	125	9.7	44.8	143
1.0 TCe 100 Bi-Fuel	99	106	14.4	na	146
1.5 dCi 115	113	113	10.3	57.7	128
1.5 dCi 115 4x4	113	108	12.1	51.4	143

Jogger 5dr MPV £17,145–£23,395 ★★★★½

A real reason for families to flock to Dacia dealers. Basic to drive but very versatile. **LxWxH** 4547x1848x1632 **Kerb weight** 1205kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 TCe	107	114	11.2	49.6	130-131

DAVID BROWN AUTOMOTIVE

Speedback GT 3dr coupé £620,000 ★★★★☆

Classic looks are matched with lovely drive thanks to modern Jaguar hardware. **LxWxH** 4760x1860x1350 **Kerb weight** 1800kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
5.0 V8 Auto	601	155	4.8	23.0	292

DS

3 Crossback 5dr SUV £25,900–£34,000 ★★★½☆

First foray into compact SUVs comfortably competes with more established rivals. **LxWxH** 4118x1802x1534 **Kerb weight** 1205kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.2 PureTech 100	98	112	10.9	80.4	127
1.2 PureTech 130	128	124	9.2	47.1	141

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.2 PureTech 155	153	129	8.2	46.6-52.0	127-143
1.5 BlueHDI 100	98	112	11.4	62.7	123
50kWh E-Tense	132	93	8.7	191-206	0

4 5dr hatch £28,330–£48,250 ★★★★☆
Lavish, high-riding hatchback gets serious about chasing premium German rivals. **LxWxH** 4400x2061x1470 **Kerb weight** 1352kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.2 PureTech 130	128	130	9.3	41.4-48.6	132
1.6 PureTech 180	177	143	8.0	43.9	145
1.6 PureTech 225	223	146	7.9	43.7	146
1.6 E-Tense 225	223	145	7.7	176-232	27-35
1.5 BlueHDI 130	128	129	10.9	51.4-61.2	121-144

7 Crossback 5dr SUV £36,760–£56,540 ★★★⯪☆
DS's first premium SUV certainly has the right price tag, equipment and appeal. **LxWxH** 4570x1895x1620 **Kerb weight** 1420kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.2 PureTech 130	129	122	10.2	42.2-46.0	143-152
1.6 PureTech 180	178	137	8.3	42.2	152
1.6 E-Tense 225	223	140	8.9	157-176	36-41
1.6 E-Tense 4x4 300	295	149	5.9	176.6-201.8	32-40
1.5 BlueHDi 130	128	121	11.7	54.1-55.3	143

9 5dr saloon £52,900–£63,315 ★★★★☆
New flagship is a refreshing alternative to the usual German executives. **LxWxH** 4934x2079x1460 **Kerb weight** 1540kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.6 PureTech 225	223	146	8.1	40.9	155
1.6 E-Tense 225	223	149	8.3	176-256	33-35
1.6 E-Tense 4x4	356	155	5.6	176-256	41-43

FERRARI

Portofino 2dr open £166,295 ★★★★☆
The entry-level Ferrari has the power, the looks and the touring ability. **LxWxH** 4586x1938x1318 **Kerb weight** 1664kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.9T V8	591	199	3.5	14.7-28.0	230-436

Roma 2dr coupé £175,000 ★★★★⯪
Gorgeous coupé is a proper grand tourer with a focus on usability. **LxWxH** 4656x1974x1301 **Kerb weight** 1570kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.9T V8	612	199	3.4	14.7-28.0	230-436

296 GTB 2dr coupé £241,550 ★★★★★
Latest in a line of fabulous Ferraris gains EV ability but loses nothing in return. **LxWxH** 4656x1974x1301 **Kerb weight** 1470kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0T V6	819	205	2.9	44.1	149

F8 Tributo 2dr coupé/open £203,476 ★★★★★
The last hurrah for the pure internal combustion V8-powered mid-engined Ferrari. **LxWxH** 4611x1979x1206 **Kerb weight** 1435kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.9T V8 Tributo	710	211	2.9	21.9	292

812 Superfast 2dr coupé/open £263,098–£446,970 ★★★★★
More powerful than the F12, but with better road manners making it the star of the range. **LxWxH** 4657x1971x1276 **Kerb weight** 1630kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
6.5 V12	777	211	2.9	11.2-20.0	320
6.5 V12 Competizione	819	211	2.9	13.9	385

SF90 Stradale 2dr coupé/open £400,000 ★★★★★
Plug-in hybrid doesn't do things conventionally. A 986bhp technical masterpiece. **LxWxH** 4710x1972x1186 **Kerb weight** 1570kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
4.0T V8	986	211	2.5	46.3	154

FIAT

Panda 5dr hatch £14,745–£17,745 ★★★⯪☆
Hasn't kept pace with its rivals, but sells robust, practical charm better than most. **LxWxH** 3653x1643x1551 **Kerb weight** 940kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
0.9 Twinair 85	83	103-110	11.2-12.1	37.2	166-168
1.0 Mild Hybrid	69	96	14.7	50.4-52.3	126-132

500 3dr hatch/2dr open £16,775–£20,925 ★★★⯪☆
Super-desirable, cute city car. Pleasant, if not involving to drive. **LxWxH** 3571x1627x1488 **Kerb weight** 865kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 Mild Hybrid	69	104	13.8	53.3	119-121

500 Electric 3dr hatch/2dr open £28,195–£37,195 ★★★★☆
Shows that small EVs can be viable and can also be fun – to look at, to sit in and to drive. **LxWxH** 3571x1627x1488 **Kerb weight** 865kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
Electric 24kWh	95	84	9.5	118	0
Electric 42kWh	118	93	9.0	199	0

Tipo 5dr hatch £27,875–£28,175 ★★★⯪☆
A '90s reboot that has been on a diet. Decent to drive and ample interior space. **LxWxH** 4368x1792x1495 **Kerb weight** 1195kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 Hybrid	124	128	9.3	54.3	119

500X 5dr hatch £22,995–£29,995 ★★★⯪☆
Familiar styling works rather well as a crossover. Drives okay, too. **LxWxH** 4248x1796x1600 **Kerb weight** 1295kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0	118	119	10.7	44,8-46.3	141-143
1.5 Hybrid	124	121	9.4	49.5	129-134

FORD

Fiesta 3dr/5dr hatch £19,330–£27,320 ★★★★⯪
Dynamically superb and continues the Fiesta legacy. No longer the class leader, though. **LxWxH** 4040x1735x1476 **Kerb weight** 1113kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.1 75	73	103	14.5	53.3	120
1.0 Ecoboost 100	98	112	10.8	53.3	125
1.0 Ecoboost MHEV 125	123	126	9.4	56.5	114
1.5T Ecoboost 200 ST	197	144	6.5	42.8	151

Focus 5dr hatch £27,060–£39,855 ★★★★⯪
Better to drive and look at than before, and impressively good value. **LxWxH** 4378x1825x1471 **Kerb weight** 1369kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 Ecoboost MHEV 125	123	124	10.2	52.3	121
1.0 Ecoboost MHEV 155	152	129-131	9.2-9.5	54.3	116
2.3T Ecoboost 280 ST	276	155	5.7	35.3	183
1.5 EcoBlue 120	118	117-122	10.0-10.8	62.8	119-127

Focus Estate 5dr estate £28,220–£38,255 ★★★⯪☆
Almost as good to drive as the hatch, but a Skoda Octavia will carry more. **LxWxH** 4669x1825x1481 **Kerb weight** 1485kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 Ecoboost 125	123	120-123	10.3-10.6	55.4	98-116
1.0 Ecoboost MHEV 155	152	127-130	9.4-9.7	55.4	116
2.3T Ecoboost 280 ST	276	155	5.8-6.0	35.3	183
1.5 EcoBlue 120	118	120	10.6	61.4	120

Ecosport 5dr SUV £23,435–£24,635 ★★★☆☆
Facelifted version of the pumped-up Fiesta is okay, but developing-world roots show. **LxWxH** 4096x1765x1653 **Kerb weight** 1280kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0T Ecoboost 125	123	111	11.0	45.6	141
1.0T Ecoboost 140	138	115	10.2	45.6	142

Puma 5dr SUV £24,920–£32,350 ★★★★☆
Compact crossover finally has a class leader capable of appealing to petrolheads. **LxWxH** 4186x1805x1554 **Kerb weight** 1280kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0T Ecoboost MHEV 125	123	119	9.8	50.4	127
1.0T Ecoboost MHEV 155	153	124	8.9	50.4	127
1.5 Ecoboost ST	198	137	6.7	41.5	155

Kuga 5dr SUV £30,755–£40,405 ★★★★☆
All-new version of popular SUV mixes dynamism with practicality and refinement. **LxWxH** 4614x1883x1678 **Kerb weight** 1698kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5T Ecoboost 150	148	121	9.7	41.5-42.8	151
2.5 FHEV	198	122	9.1	51.4	125
2.5 PHEV	223	125	9.2	201.8	32

S-Max 5dr MPV £38,540–£43,800 ★★★★☆
Better to drive and better looking than most but not quite the class leader it was. **LxWxH** 4976x1916x1655 **Kerb weight** 1645kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.5 FHEV 190	188	115	9.8	44.1	147

Galaxy 5dr MPV £40,700 ★★★⯪☆
Huge seven-seat MPV. Easy to place on the road but not cheap to buy. **LxWxH** 4848x1916x1747 **Kerb weight** 1708kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.5 FHEV 190	188	115	10.0	43.5	148

Mustang Mach-E 4dr crossover £50,030–£72,830 ★★★★☆
Likeable, practical high-rise EV has only a badge in common with its coupé namesake. **LxWxH** 4712x1881x1597 **Kerb weight** 1993kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
70kWh Standard RWD	265	111	6.9	273	0
91kWh Extended RWD	290	111	7.0	379	0
91kWh Extended AWD	346	111	5.8	335	0
91kWh GT AWD	480	124	4.4	310	0

Mustang 2dr coupé/open £50,830–£74,540 ★★★★☆
American muscle built for the UK, in coupé and convertible forms. What's not to like? **LxWxH** 4784x1916x1381 **Kerb weight** 1653kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
5.0 V8	444	155	4.9	23.9	268
5.0 V8 Mach-1	453	166	4.8	22.8	284

GT 2dr coupé £420,000 ★★★★☆
The GT is back as a race car for the road. Compelling if not perfect. **LxWxH** 4808x1928x1692 **Kerb weight** 1912kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.5 V6 Ecoboost	650	216	3.0	na	na

Ranger 4dr pick-up £24,369–£47,889 ★★★★☆
Capable pick-up becomes off-road monster in Raptor spec but loses VAT incentives. **LxWxH** 5277x1977x1703 **Kerb weight** 1866kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 EcoBlue 130	128	106	13.5	42.8	173
2.0 EcoBlue 170	158	109	11.8	40.4-43.5	184-207
2.0 EcoBlue 213	210	106	10.5	30.7	201-233
3.2 Duratorq TDCI 200	197	109	10.6	32.1-36.2	221-231

GENESIS

GV60 5dr SUV £53,905–£67,505 ★★★★☆
Nascent brand's first EV arrives as a luxurious, efficient SUV, lacks sharpness. **LxWxH** 4515x1890x1470 **Kerb weight** 2095kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
77.4kWh Premium	225	115	7.8	323	0
77.4kWh Sport	313	124	5.5	292	0
77.4kWh Sport Plus	483	146	4.0	289	0

G70 4dr saloon £35,325–£41,480 ★★★⯪☆
Likeable left-field choice has style but struggles to threaten the establishment. **LxWxH** 4685x1850x1400 **Kerb weight** 1675kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0T 197	194	139	8.8	35.4	181
2.0T 245	241	149	6.1	35.4	181
2.2D 200	197	143	7.4	43.5	170

G70 Shooting Brake 5dr estate £33,450–£40,555 ★★★★☆
Best-looking Genesis yet is also the best to drive, despite slightly flat four-pot engines. **LxWxH** 4685x1850x1400 **Kerb weight** 1717kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0T 197	197	135	9.3	32.5-34.0	193-204
2.0T 245	245	146	6.4	32.5-34.0	193-204
2.2D 200	198	140	7.7	41.8	175

GV70 5dr SUV £39,450–£64,405 ★★★★☆
Wilfully different from the posh SUV competition and none the worse for it. **LxWxH** 4715x1910x1630 **Kerb weight** 2010kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.5T	301	149	6.1	29.7	216
2.2D	207	133	7.9	40.0	185
77.4kWh	483	146	4.2	283	0

G80 4dr saloon £42,650–£69,805 ★★★★☆
A luxury car for those who've had their fill of the typical premium options. **LxWxH** 4995x1925x1465 **Kerb weight** 1930kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.5T	301	155	6.0	31.0	205
87.2kWh	364	139	4.9	323	0

GV80 5dr SUV £59,920–£75,220 ★★★⯪☆
Rich, spacious and comfortable but not a world-class luxury car just yet. **LxWxH** 4945x1975x1715 **Kerb weight** 2145kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.5T	301	147	6.9	27.4-27.7	240
3.0D	268	143	6.9	32	231

GORDON MURRAY AUTOMOTIVE

T33 2dr coupé £1,400,000
Smaller, even more daily-usable sibling of the T50 with the same glorious engine. **LxWxH** na **Kerb weight** 1090kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
4.0 V12	607	na	na	na	na

T50 2dr coupé £2,800,000
Ultra-lightweight, V12-powered spritual successor to legendary McLaren F1. **LxWxH** 4352x1850x1164 **Kerb weight** 986kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
4.0 V12	650	na	na	na	na

HONDA

E 5dr hatch £36,920–£38,120 ★★★⯪☆
Eminently likeable, with good dynamics but a limited range and ambitious price. **LxWxH** 3894x1752x1512 **Kerb weight** 1520kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
36kWh	136	90	9.0	137	0
36kWh Advance	154	90	8.3	136	0

Jazz 5dr hatch £21,295–£27,610 ★★★★☆
Not the most compact or vivacious but has decent handling and is cleverly packaged. **LxWxH** 4044x1694x1526 **Kerb weight** 1300kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 i-MMD	109	108	9.4-9.9	62.8	102-110

Civic 5dr hatch £30,495–£46,995 ★★★★☆
A fresh look while remaining practical, refined and upmarket. Lacks some dynamism. **LxWxH** 4518x1799x1434 **Kerb weight** 1275kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 eHEV	181	112	7.8-8.1	156.5-60.1	108-114
2.0 VTEC Turbo Type R	315	169	5.8	33.2	191-193

HR-V 5dr SUV £29,410–£34,850 ★★★⯪☆
Fine ergonomics and big on superficial charm, but ultimately leaves us cold. **LxWxH** 4340x1790x1582 **Kerb weight** 1380kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 eHEV	131	106	10.7	52.3	122

CR-V 5dr SUV £32,815–£40,910 ★★★★☆
Tardis-like SUV stalwart has lots of space for five and a big boot. **LxWxH** 4605x1820x1685 **Kerb weight** 1515kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 i-MMD hybrid	181	112	8.6-9.2	47.4	151-163

NSX 2dr coupé £150,195 ★★★★⯪
Honda's supercar given a modern reboot, and it's some piece of engineering. **LxWxH** 4487x1939x1204 **Kerb weight** 1725kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.5 V6 hybrid	573	191	2.9	26.4	242

HYUNDAI

i10 5dr hatch £14,995–£17,595 ★★★★☆
The smallest Hyundai matures and regains leadership of the city car class. **LxWxH** 4035x1734x1474 **Kerb weight** 933kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 MPi	67	97	14.6	53.3	114-120
1.0 T-GDi	99	115	10.5	52.3	123
1.2 MPi	84	106	12.6	51.4	124

i20 5dr hatch £19,285–£25,750 ★★★★☆
Steady gains for a versatile runabout that, N version aside, still lacks personality. **LxWxH** 4035x1734x1474 **Kerb weight** 980kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 T-GDi 100	98	117	10.4	47.9-49.6	120
1.0 T-GDi 48V MHD 100	98	117	10.4	54.3-55.4	115-118
1.0 T-GDi 48V MHD 120	118	115	10.2	53.3	120
1.6 T-GDi N	201	142	6.7	40.4	158

i30 5dr hatch £21,510–£34,595 ★★★⯪☆
As good as we've come to expect from Hyundai, but not one inch better. **LxWxH** 4340x1795x1455 **Kerb weight** 1194kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 T-GDi 120	118	118	11.1	45.6	121-122
1.5 T-GDi	157	130	8.6	42.2-46.3	142
2.0 T-GDi 275 N Performance	272	155	6.1	34.0	188

i30 Fastback 4dr saloon £25,960–£34,845 ★★★⯪☆
Combines good looks with sensible practicalities and dynamic charm. **LxWxH** 4455x1795x1425 **Kerb weight** 1287kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 T-GDi	157	130	8.6	49.6-52.3	141-151
2.0 T-GDi 275 N Performance	272	155	6.1	34.0	188

i30 Tourer 5dr estate £22,260–£25,210 ★★★⯪☆
Another solid car. Good value and practical but lacks excitement. **LxWxH** 4585x1795x1465 **Kerb weight** 1245kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 T-GDi 120	118	117	11.4	47.9-49.6	130-139

Bayon 5dr SUV £20,880–£25,130 ★★★★☆
Much better at meeting your motoring needs than kindling your affections. **LxWxH** 4180x1775x1500 **Kerb weight** 1233kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 T-GDi 48V MHEV	98	113	10.7	53.3	120-121
1.0 T-GDi 48V MHEV 120	118	115	10.4	53.3	121

Kona 5dr SUV £23,625–£39,900 ★★★★☆
Hyundai's first crossover is the perfect blend of practicality, value and style. **LxWxH** 4165x1800x1550 **Kerb weight** 1233kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 T-GDi 120	118	112	12.0	44.1-44.8	142-147
1.6 GDi Hybrid	134	119	10.2	52.3	114-123
2.0 T-GDi N	278	149	5.5	32.8	194
Electric 39kWh	134	96	9.6	180	0
Electric 64kWh	201	104	7.6	280	0

Ioniq 5 5dr SUV £45,150–£56,150 ★★★★☆
Won't upend the electric SUV segment, but a compelling option in a developing class. **LxWxH** 4635x1890x1605 **Kerb weight** 1145kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
77kWh	224	115	7.4	238-315	0
77kWh Premium	320	na	5.1	282	0

Ioniq 6 4dr saloon £46,745–£54,995 ★★★★⯪
Distinctive saloon with great practicality and road manners and a well-equipped cabin. **LxWxH** 4855x1880x1495 **Kerb weight** na

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
77kWh	224	115	7.3	238-315	0
77kWh Premium	320	na	5.1	282	0

Tucson 5dr SUV £30,140–£43,630 ★★★★☆
Shows Hyundai can do both style and substance. A family SUV that's easy to like. **LxWxH** 4500x1865x1653 **Kerb weight** 1425kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.6 T-GDi 150	148	117	10.3	40.9	156
1.6 T-GDi 48V MHEV 150	148	117	9.6	43.5	144-151
1.6 T-GDi 48V MHEV 180	178	125	9.0	39.8	162
1.6 T-GDi Hybrid	228	120	8.0	50.4	127
1.6 T-GDi Plug-in hybrid	263	119	8.6	201.8	31

Santa Fe 5dr SUV £42,445–£50,910 ★★★⯪☆
Superficial charm and an expansive cabin but not much polish to the powertrain. **LxWxH** 4785x1900x1710 **Kerb weight** 2005kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.6 T-GDi Hybrid	228	116	8.9-9.1	42.2	145-168
1.6 T-GDi Plug-in hybrid	262	116	8.8	173.7	37
2.2 CRDi	199	127	9.2	na	177-178

Nexo 5dr SUV £69,495 ★★★⯪☆
Impressive effort that heads in the right direction for fuel cell cars. **LxWxH** 4670x2060x1640 **Kerb weight** 1814kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
95kW Fuel Cell	161	130	9.6	42.0mpkg	0

INEOS

Grenadier 6dr SUV £60,900–£71,900
Has bags of charm on the road and is virtually unbeatable off it. **LxWxH** 4896x1930x2036 **Kerb weight** 2669kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0T 6dr Auto	282	99	8.6	21.4	299
3.0TD 6dr Auto	245	99	9.9	27.4	268

JAGUAR

XE 4dr saloon £32,205–£42,345 ★★★★⯪
Tops the pile thanks to outstanding driver appeal. Poised and engaging but refined. **LxWxH** 4678x1850x1416 **Kerb weight** 1450kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 P300 AWD	296	155	5.9	30.8-32.4	197-207
2.0 P250	246	150	6.7	34.2	186
2.0 D200	198	146	7.3	54.0-57.7	128-137

XF 4dr saloon £35,100–£47,730 ★★★★⯪
Outstandingly broad-batted dynamically, plus a pleasant cabin. **LxWxH** 4954x1880x1457 **Kerb weight** 1545kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 P250	246	155	6.9	33.0-34.9	183-193
2.0 P300 AWD	296	155	6.1	31.2-32.8	194-204
2.0 D200	198	146	7.6	52.8-56.5	131-140
2.0 D200 AWD	198	143	7.8	48.9-51.3	128-137

XF Sportbrake 5dr estate £37,240–£49,005 ★★★★⯪
Superb XF is now available in the more practical Sportbrake form. It's a win-win. **LxWxH** 4955x1880x1494 **Kerb weight** 1660kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 P250	246	150	7.1	32-33.7	189-199
2.0 P300 AWD	296	155	6.2	29.9-31.2	204-213
2.0 D200	198	143	7.8	50.7-53.7	138-146
2.0 D200 AWD	198	143	8.0	47.0-49.1	151-157

F-Type 2dr coupé £67,825–£108,065 ★★★★⯪
A full-blooded assault on Porsche's backyard, with noise, power and beauty. **LxWxH** 4482x1923x1311 **Kerb weight** 1525kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 P300	296	155	5.7	29.9	215
5.0 P450	444	177	4.6	26.0-26.8	239-246
5.0 P575	518	186	3.7	26.4	243

F-Type Convertible 2dr open £66,925–£107,495 ★★★★⯪
Costs serious money, but you get a serious car with a likeable wild side. **LxWxH** 4482x1923x1308 **Kerb weight** 1545kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 P300	296	155	5.7	29.6	217
5.0 P450	444	177	4.6	26.0-26.6	241-247
5.0 P575	518	186	3.7	26.4	243

E-Pace 5dr SUV £42,605–£54,260 ★★★⯪☆
Misses the mark for keen drivers, but is still a desirable SUV nevertheless. **LxWxH** 4411x1984x1649 **Kerb weight** 1775kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 P250	245	142	7.5	31.1-31.3	203-205
2.0 P300	295	150	6.9	29.8	214
1.5 P300e	305	134	6.5	143.1	44
2.0 D165	160	128	10.0	43.4-45.4	163
2.0 D165 AWD	160	124	9.8	42.9-43.4	171-172
2.0 D200 AWD	201	131	8.4	42.9-43.0	170-173

F-Pace 5dr SUV £48,660–£84,940 ★★★★☆
Credible first SUV effort is as refined and dynamic as a Jaguar should be. **LxWxH** 4731x2071x1666 **Kerb weight** 1690kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 P250 AWD	246	135	7.3	30.4	214-220
3.0 P400 AWD	394	155	5.4	28.8	222-230
2.0 P400e AWD	398	149	5.3	112.5	51-55
5.0 V8 SVR 550 AWD	548	178	4.0	23.1	275
2.0 D165 AWD	160	121	9.9	45.4	165-171
2.0 D200 AWD	197	130	8.0	45.4	165-171
3.0 D300 AWD	296	143	6.4	38.1	195-202
5.0 V8 SVR	542	178	4.0	23.1	275

I-Pace 5dr SUV £69,995–£79,995 ★★★★⯪
Fast, refined and the first of its kind from a European manufacturer. **LxWxH** 4682x1895x1558 **Kerb weight** 2133kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
EV400	398	124	4.8	277-287	0

JEEP

Compass 5dr SUV £34,555–£44,455 ★★★☆☆
Wants to be a catch-all crossover but is beaten by more road-focused rivals. **LxWxH** 4394x2033x1629 **Kerb weight** 1430kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 48V MHEV	128	120	10.0	47.1-50.4	133-140
1.3 4xe PHEV	238	124	7.3	141-156	44-47

Renegade 5dr SUV £30,010–£38,500 ★★★⯪☆
Middling compact crossover with chunky looks but no obvious charm. **LxWxH** 4236x1805x1667 **Kerb weight** 1346kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.3 GSE T4 150	148	122	9.4	38.2-39.8	151
1.3 Turbo 4xe	188	113	7.5	122.8-134.5	42-49
1.3 Turbo 4xe Trailhawk	238	124	7.1	117.7-128.4	51-53

Wrangler 2dr/4dr SUV £60,280–£62,280 ★★★★☆
Heavy-duty off-roader goes anywhere but lacks on-road manners. **LxWxH** 4223x1873x1840 **Kerb weight** 1827kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 GME	265	97-110	7.3-7.6	25.4-26.4	248-254

KIA

Picanto 5dr hatch £13,400–£17,450 ★★★★☆
A pleasingly well-rounded and charming value offering, but not in all of its guises. **LxWxH** 3595x1595x1485 **Kerb weight** 977kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0	65	100	14.1	56.5-60.1	119
1.0 T-GDi	997	112	9.9	53.3	120

Rio 5dr hatch £16,150–£21,800 ★★★⯪☆
More comfortable and more grown-up in fourth-gen form, but not any more fun. **LxWxH** 4065x1993x1450 **Kerb weight** 1143kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.2 DPi	83	103	12.7	52.3	120-122
1.0 T-GDi	99	113	10.0	53.3	120
1.0 T-GDi 48V	118	116	9.8	51.4	118-125

Ceed 5dr hatch £21,200–£26,045 ★★★★☆
Third-generation hatchback can now compete for class honours. **LxWxH** 4310x1800x1447 **Kerb weight** 1315kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 T-GDi	156	130	8.4	43.5-46.3	129

Ceed Sportswagon 5dr estate £23,245–£26,745 ★★★★☆
All of the above, but with cavernous, more practical load space. **LxWxH** 4600x1800x1465 **Kerb weight** 1389kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 T-GDi 158	156	130	8.6	43.5-46.3	131

Proceed 5dr hatch £26,190 ★★★⯪☆
Alluring and interesting, but not quite as special to drive as it looks. **LxWxH** 4605x1800x1422 **Kerb weight** 1405kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 T-GDi 158	156	130	8.6	43.5-46.3	129

Xceed 5dr hatch £22,395–£32,995 ★★★⯪☆
Crossover-styled hatch that drives well, but lacks practicality and polish. **LxWxH** 4395x1826x1483 **Kerb weight** 1332kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 T-GDi 158	156	129	8.7	44.8	142-143
1.6 GDi PHEV	137	99	10.6	217.3	38

Stonic 5dr SUV £20,100–£24,150 ★★★⯪☆
Kia's first crossover is striking and reasonably good considering the value. **LxWxH** 4140x1760x1520 **Kerb weight** 1160kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 T-GDi	116	115	9.9	46.3-47.1	137

Niro 5dr SUV £27,745–£39,025 ★★★⯪☆
Versatile and well-equipped family transport in a choice of hybrid and EV flavours. **LxWxH** 4355x1805x1545 **Kerb weight** 1500kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.6 GDi Hybrid	137	101	11.1	58.9	110-120
1.6 GDi Hybrid PHEV	137	107	10.4	201.8	29
64kWh e-Niro	198	104	7.8	282	0

Soul EV 5dr hatch £32,845–£39,045 ★★★★☆
Electric-only hatch with looks that divide opinion but a competitive range. **LxWxH** 4220x1825x1605 **Kerb weight** 1757kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
39kWh	132	97	9.9	171	0
64kWh	201	104	7.9	280	0

Sportage 5dr SUV £27,250–£44,550 ★★★⯪☆
Does refinement, handling precision, tech, space and alternative style well. **LxWxH** 4515x1865x1650 **Kerb weight** 1715kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.6T GDi	148	117	9.9	41.5	154
1.6T GDi 48V	148	117	9.3	41.5	146
1.6T GDi 48V DCT AWD	148	117	9.4	40.4	158
1.6T GDI PHEV	257	119	7.9	na	na
1.6T GDi HEV	226	120	7.7	49.6	129
1.6T GDi HEV AWD	226	120	8.0	44.1	146
1.6 CRDi	113	108	11.7	53.3	138
1.6 CRDi 48V	134	112	11.0	54.3	135

EV6 5dr SUV £44,195–£61,595 ★★★★☆
Swish, spacious and swift enough to become the pick of the EV crossover bunch. **LxWxH** 4680x1880x1550 **Kerb weight** 2090kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
77.4kWh	226	114	7.3	328	0
77.4kWh AWD	321	116	5.2	300	0

Sorento 5dr SUV £50,995–£56,995 ★★★⯪☆
Lacks polish, but its abundant utility appeal and value shine through. **LxWxH** 4810x1900x1695 **Kerb weight** 2006kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.6 T-GDi HEV	226	119	8.7	40.9	158-166
1.6 T-GDi PHEV	261	119	8.4	176.6	38

KTM

X-Bow 0dr open £57,345–£70,717 ★★★★☆
Eccentric looks and sharp handling but expensive. **LxWxH** 3738x1915x1202 **Kerb weight** 847kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 R	290	143	3.9	na	na
2.0 GT	280	143	4.1	na	na

LAMBORGHINI

Huracán 2dr coupé/open £170,598–£267,633 ★★★★☆
Junior Lambo mixes usability and drama skilfully, in both coupé and Spyder forms. **LxWxH** 4459x1924x1165 **Kerb weight** 1389kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
5.2 V10 Evo RWD	608	202	3.3	20.5	330-335
5.2 V10 Evo	631	201	2.9	20.3	332-338
5.2 V10 STO	631	202	3.0	20.3	331

Aventador 2dr coupé/open £274,226–£439,921 ★★★★☆
Big, hairy V12 has astonishing visuals and performance. Handling could be sweeter. **LxWxH** 4797x2030x1136 **Kerb weight** 1575kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
6.5 V12 S	730	217	2.9	15.4	499
6.5 V12 SVJ	759	217	2.8	15.8	486
6.5 Ultimae	778	221	2.8	13.0	442

Urus 5dr SUV £177,417–£197,270 ★★★★☆
Lambo's second SUV is more alluring and aims to use the V8's power better. **LxWxH** 5112x2016x1638 **Kerb weight** 2200kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
4.0 V8	631	189	3.6	22.2	325

LAND ROVER

Defender 90 5dr SUV £60,705–£113,505 ★★★★⯪
Breadth of capability matches that of the five-door, with even more kerb appeal. **LxWxH** 4583x2008x1974 **Kerb weight** 2190kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.0 P400	398	119	6.0	25.6	256
5.0 P525	518	119	5.2	19.3-19.5	327-330
3.0 D250	246	117	8.0	32.8	226-227
3.0 D300	296	119	6.7	32.7	226

Defender 110 5dr SUV £62,405–£116,580 ★★★★⯪
Promises, and delivers, unrivalled off-road performance with on-road niceties. **LxWxH** 5018x2008x1967 **Kerb weight** 2209kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.0 P400	398	119	6.1	24.6-24.7	260-261
2.0 P400e	398	119	5.6	85.6	77
5.0 P525	518	119	5.2	19.1	334
3.0 D250	246	117	8.3	32.2	230
3.0 D300	296	119	7.0	32.2	230

Defender 130 5dr SUV £73,895–£100,645 ★★★★☆
Stretched version of cult off-roader packs greater practicality and retains polish. **LxWxH** 5358x2008x1970 **Kerb weight** 2589kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.0 P300	295	119	8.0	24.8	258
3.0 P400	394	119	6.6	24.5	261
3.0 D300	296	119	7.5	32.1	232

Range Rover Evoque 5dr SUV £34,010–£58,015 ★★★★☆
Refined, luxurious baby Range Rover has matured for its second generation. **LxWxH** 4371x1996x1649 **Kerb weight** 1891kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 P200	198	134	8.6	31.7	201
2.0 P250	248	143	7.6	31.6	201
2.0 P300	298	150	6.4	31.3	203
1.5 P300e	298	132	6.4	166.2-193.5	33-38
2.0 D165	163	120	9.8-10.1	43.4-45.9	160-171
2.0 D200	201	120	8.5	43.8	169

Range Rover Velar 5dr SUV £46,565–£73,815 ★★★★☆
The most car-like Landie ever doesn't disappoint. Expensive, though. **LxWxH** 4804x1930x1685 **Kerb weight** 1829kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 P250	248	135	7.5	27.8-29.2	217-229
3.0 P400	394	155	5.5	27.3-28.0	227-230
2.0 P400e	398	149	5.4	na	na
2.0 D200	201	130	8.2	41.6	168-178
3.0 D300 MHEV	296	143	6.5	36.1-37.2	199-205

Range Rover Sport 5dr SUV £80,325–£116,190 ★★★★⯪
Bigger and better; a cut-price Range Rover rather than a jumped-up Discovery. **LxWxH** 4850x2073x1780 **Kerb weight** 2111kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.0 P400	398	140	6.2	27.4	234
3.0 P440e	438	140	5.8	na	na
5.0 V8 P575 SVR	572	176	4.5	19.6	331
3.0 D300	298	130	7.3	34.1	220-247
3.0 D350	348	140	6.9	29.8	249

Range Rover 5dr SUV £99,375–£171,575 ★★★★⯪
Seminal luxury SUV's new generation covers even more bases than before. **LxWxH** 5052x2047x1870 **Kerb weight** 2379kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.0 P400	398	150	5.8-6.1	28.5-29.3	218-225
3.0 P440e	438	140	6.0	321.9	20-21
3.0 P510e	508	150	5.5	318.4	20-21
4.4 P530 V8	527	155	4.6-4.8	24.0-24.2	264-267
3.0 D300	289	135	6.9	35.8-36.7	204-207
3.0 D350	348	145	6.1-6.3	35.1-36.5	203-211

Discovery Sport 5dr SUV £34,480–£54,865 ★★★★⯪
Seven seats, at home on road and off road, plus new-found desirability. **LxWxH** 4597x2069x1727 **Kerb weight** 1732kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 P250	247	140	7.8	30.1	211
2.0 P290	288	144	7.4	29.7	214
1.5 P300e	298	130	6.6	143.4-158.6	40-44
2.0 D165	162	112	10.2	41.5	179
2.0 D200	201	117	8.6	41.5	179

Discovery 5dr SUV £60,880–£76,085 ★★★★⯪
The country bumpkin given elocution lessons without losing its rugged capabilities. **LxWxH** 4956x2073x1888 **Kerb weight** 2115kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.0 P360	355	130	6.5	26.0-26.4	241-245
3.0 D250	246	120	8.1	33.4-33.7	220-222
3.0 D300	296	130	6.8	33.2-33.5	221-223

LEXUS

ES 4dr saloon £38,765–£54,625 ★★★⯪☆
Gatecrashes the German-controlled saloon market in a way the GS could never manage. **LxWxH** 4975x1865x1445 **Kerb weight** 1680kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.5 VVT-i ES 300h	218	112	8.9	53.2	119

LS 4dr saloon £85,475–£111,980 ★★★⯪☆
Luxury saloon gets more tech and opulence but is let down by its hybrid powertrain. **LxWxH** 5235x1900x1460 **Kerb weight** 2270kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.5 V6 VVT-i LS 500h	348	155	5.4	30.7-36.6	175-208

RC F 2dr coupé £68,620–£84,120 ★★★⯪☆
An also-ran, but the V8 RC F packs plenty of character and handles well enough. **LxWxH** 4695x1840x1395 **Kerb weight** 1736kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
5.0 V8	470	168	4.5	23.9	268

LC 2dr coupé/open £88,920–£104,920 ★★★★☆
Superb-looking coupé shows flickers of what made the LFA great. **LxWxH** 4770x1920x1345 **Kerb weight** 1935kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
5.0 V8 LC 500	457	168	4.7	24.3	262
3.5 V6 LC 500h	354	155	5.0	34.8	184

UX 5dr SUV £25,960–£46,850 ★★★⯪☆
Refreshingly different premium SUV is a credible, if not class-leading, alternative. **LxWxH** 4495x1840x1520 **Kerb weight** 1620kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 UX 250h	181	110	8.5	50.4	126
2.0 UX 250h E4	181	110	8.7	47.0	136
UX 300e 150kWh	201	100	7.5	195	0

NX 5dr SUV £41,210–£60,950 ★★★★☆
PHEV option and welcome cabin overhaul sustain the allure of the firm's best-seller. **LxWxH** 4660x1865x1640 **Kerb weight** 1990kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.5 NX 350h	242	124	7.7-8.7	44.1	145
2.5 NX 450h+ PHEV	306	124	6.3	256-313	20-26

RX 5dr SUV £57,505–£68,065 ★★★⯪☆
Low flexibility, but hybrid powertrain makes a degree of economic sense. **LxWxH** 4890x1895x1690 **Kerb weight** 2100kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.5 V6 RX 450h	308	124	7.7	34.4	185

LOTUS

Emira 2dr coupé £79,515–£80,285
Charged with replacing the entire outgoing Lotus range. We've yet to test it. **LxWxH** 4413x1895x1226 **Kerb weight** 1405kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 360	360	176	4.2	na	195
3.0 400	400	180	4.3	29.1	243

Eletre 5dr SUV £90,805–£121,305
Urus-sized, tech-rich, high-performance SUV marks firm's shift to high-tech EV maker. **LxWxH** na **Kerb weight** na

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
112kWh	603	na	na	373	0
112kWh R	905	na	na	304	0

MASERATI

Ghibli 4dr saloon £70,700–£114,380 ★★★☆☆
Maser's compact exec has the allure but lacks power and is poorly finished in places. **LxWxH** 4971x1945x1461 **Kerb weight** 1810kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 Hybrid	325	158	5.7	33.2	192
3.0 V6	345	166	5.5	25.2	254
3.0 V6 S	424	178	4.9	25.0	254
3.8 V8	572	203	4.3	23.0	279

Quattroporte 4dr saloon £108,065–£136,605 ★★★☆☆
Now a full-sized executive limo, with some added flair. Off the pace in several key areas. **LxWxH** 5262x1948x1481 **Kerb weight** 1860kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.0 V6 S	424	179	5.0	24.8	257
3.8 V8	572	203	4.5	23.2	277

Grecale 5dr SUV £58,315–£95,405 ★★★⯪☆
For all its promise and character, it needs work if it's to trouble the Porsche Macan. **LxWxH** 4847x1979x1667 **Kerb weight** na

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
48V MHEV 300 Auto	296	149	5.6	32.5	198
48V MHEV 330 Auto	325	149	5.3	32.1	199
V6 Trofeo Auto	523	177	3.8	25.2	254

Levante 5dr SUV £73,900–£135,140 ★★★☆☆
Italian flair and good looks in abundance, but diesel not as sonorous as petrols. **LxWxH** 5003x1968x1679 **Kerb weight** 2109kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.0 V6	339	156	6.0	22.6	283
3.0 V6 S	424	164	5.2	22.4	286
3.8 V8 Trofeo	572	186	4.1	17.8	359

MC20 2dr coupé £206,700–£231,700 ★★★★⯪
A triumphant return to the supercar ranks: fast and thrilling, yet approachable. **LxWxH** 4669x1981x1693 **Kerb weight** 1475kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.0 V6	621	203	2.9	24.6	262

MAZDA

2 5dr hatch £17,205–£24,475 ★★★★☆
Grown up, well made and drives with charm and vigour; engines aren't brilliant. **LxWxH** 4060x1695x1515 **Kerb weight** 1141kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 Skyactiv-G 75	74	106	11.3	49.6	121
1.5 e-Skyactiv-G	88	114	9.8	60.1	107
1.5 e-Skyactiv-G 115	113	124	9.1	56.5	113

2 Hybrid 5dr hatch £21,820–£25,135
We've yet to drive it, but it's just a rebadged Toyota Yaris, which is a decent supermini. **LxWxH** 3940x1745x1500 **Kerb weight** 1125kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 Hybrid	114	109	9.7	74.3	87

3 5dr hatch £23,265–£30,465 ★★★★☆
Pleasing dynamism teamed with good practicality and punchy diesel engines. **LxWxH** 4460x1795x1435 **Kerb weight** 1411kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 e-Skyactiv-G	120	122	10.4	50.4	124-127
2.0 e-Skyactiv-X 186	183	134	8.1	53.3	118-121

3 saloon 4dr saloon £26,265–£30,465 ★★★★☆
Refined and dynamically satisfying in a saloon bodystyle. **LxWxH** 4460x1795x1440 **Kerb weight** 1405kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 e-Skyactiv-X 186	183	134	8.1	56.5	114-117

6 4dr saloon £26,340–£33,720 ★★★⯪☆
A compelling mix of size, economy and performance. Interior is a let-down. **LxWxH** 4870x1840x1450 **Kerb weight** 1465kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 Skyactiv-G	143	129	9.9	42.2	152
2.0 Skyactiv-G	163	134	9.4	42.2	152
2.0 Skyactiv-G GT	191	142	8.1	38.2	167

6 Tourer 5dr estate £27,340–£35,080 ★★★⯪☆
Attractively styled and spacious inside, but only average to drive. **LxWxH** 4805x1840x1480 **Kerb weight** 1465kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 Skyactiv-G	143	128	10.0	41.5	155
2.0 Skyactiv-G	163	133	9.4	41.5	155
2.0 Skyactiv-G GT	191	139	8.1	37.2	172

CX-30 5dr SUV £24,645–£34,555 ★★★★☆
Dynamic qualities, a classy interior and a handsome look set it apart from rivals. **LxWxH** 4395x1795x1540 **Kerb weight** 1334kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 e-Skyactiv-G	120	116	10.6	47.9	134
2.0 e-Skyactiv-X 186	183	127	8.3-8.8	50.4	127

MX-30 5dr SUV £30,050–£37,950 ★★★★☆
Classy and affordable all-electric crossover marred only by its limited range. **LxWxH** 4395x1795x1555 **Kerb weight** 1645kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
35.5kWh	143	87	9.7	124	0
17.8kWh R	167	na	na	na	na

CX-5 5dr SUV £29,245–£40,505 ★★★★☆
Offers powerful diesel engines and strong performance, plus a welcoming interior. **LxWxH** 4550x1840x1675 **Kerb weight** 1575kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 165	162	125	10.3	38.7	152-154
2.5 194	191	121	9.2	35.3	182
2.2d 150	148	127	9.9	50.4	151-154
2.2d 184	181	129	9.3	42.8	175

CX-60 5dr SUV £43,950–£48,050 ★★★★☆
Feels upmarket inside and combines tidy handling with easy pace. **LxWxH** 4745x1890x1680 **Kerb weight** 1995kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.5 PHEV 4WD Auto	323	124	5.8	188.3	33

MX-5 2dr open £25,725–£31,860 ★★★★★
Brilliantly packaged, priced and perfectly poised but more vibrant than the original. **LxWxH** 3915x1735x1225 **Kerb weight** 1050kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 Skyactiv-G 132	129	127	8.3	44.1	142
2.0 Skyactiv-G 184	181	136	6.5	40.4	153

MX-5 RF 2dr open £27,625–£33,960 ★★★★★
Remains perfectly poised and vibrant, even with a folding metal roof. **LxWxH** 3915x1735x1230 **Kerb weight** 1090kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 Skyactiv-G 132	129	126	8.6	44.1	142
2.0 Skyactiv-G 184	181	124-126	7.9-8.7	37.7-40.4	155

McLAREN

Artura 2dr coupé £185,735 ★★★★⯪
A technical marvel that wears its hybrid tech lightly. **LxWxH** 4539x1976x1193 **Kerb weight** 1498kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.0 V6 PHEV	671	205	3.0	61.5	104

720S 2dr coupé/open £221,800–£250,290 ★★★★★
The start of an era for McLaren and what a way to begin it is. **LxWxH** 4543x2059x1196 **Kerb weight** 1419kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
4.0 V8	710	212	2.9	23.2	276

765LT 2dr coupé £312,800 ★★★★⯪
Longtail treatment puts a deliciously sharp edge on the 720S. **LxWxH** 4600x2161x1159 **Kerb weight** 1419kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
4.0 V8	755	205	2.8	23.0	280

GT 2dr coupé £165,420 ★★★★⯪
Woking's most user-friendly car to date is still a McLaren first and foremost. **LxWxH** 4683x2095x1213 **Kerb weight** 1339kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
4.0 V8	612	204	3.2	23.7	270

MERCEDES-BENZ

A-Class 5dr hatch £32,250–£60,628 ★★★★☆
A little bit of luxury in a desirable, hatchback-sized package. **LxWxH** 4419x1992x1440 **Kerb weight** 1445kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.3 A180	134	134	8.9	47.9	134-138
1.3 A200	161	140	8.1	47.9	135-145
2.0 A250e	215	146	6.7	256.8	25
2.0 AMG A35 4Matic	302	155	4.7	33.6-35.8	184-193
2.0 AMG A45 S 4Matic+	415	168	3.9	33.6	204-207
1.5 A180d	114	126	9.5	62.8	127-130
2.0 A200d	148	137	8.1	58.9	129-139

A-Class Saloon 4dr saloon £32,345–£49,035 ★★★⯪☆
Larger, more grown-up A-Class adds premium touch to smallest Merc saloon. **LxWxH** 4549x1796x1446 **Kerb weight** 1465kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.3 A180	134	134	8.9	42.8-48.7	133-137
1.3 A200	161	143	8.1	48.7	133-137
2.0 A250e	215	149	6.7	256.8	25
2.0 AMG A35 4Matic	302	155	4.8	32.9-36.7	177-187
1.5 A180d	114	128	9.7	56.5-64.2	126-129
2.0 A200d	148	141	8.2	58.9	127-131

CLA 4dr saloon £35,220–£63,515 ★★★★☆
It may use A-Class underpinnings, but it's engineered to be much sportier to drive. **LxWxH** 4688x1830x1444 **Kerb weight** 1490kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.3 CLA 180	133	134	9.0	47.9	138-140
1.3 CLA 200	161	142	8.2	42.8-47.9	138-140
1.3 CLA 250e	215	149	6.8	282.5	23
2.0 AMG CLA 35 4Matic	302	155	4.9	34.9-37.2	177-187
2.0 AMG CLA 45 S 4Matic+	415	168	4.0	33.2	200-202
2.0 CLA 220d	185	152	7.1	53.3-57.7	132

CLA Shooting Brake 5dr estate £36,220–£64,515 ★★★⯪☆
The most practical of the A-Class range, but it suffers for its challenging styling. **LxWxH** 4688x1830x1447 **Kerb weight** 1430kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.3 CLA 180	133	130	9.2	35.8-40.9	140-141
1.3 CLA 200	161	140	8.4	35.3-40.9	141-142
1.3 CLA 250e	215	146	6.9	256.8	24
2.0 AMG CLA 35 4Matic	302	155	4.9	36.2	183-191
2.0 AMG CLA 45 S 4Matic+	415	168	4.0	32.8	203-205
2.0 CLA 220d	185	147	7.2	43.5-48.7	135-136

B-Class 5dr hatch £28,525–£40,970 ★★★⯪☆
A slightly odd prospect, but practical and classy nonetheless. **LxWxH** 4393x1786x1557 **Kerb weight** 1395kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.3 B180	134	132	9.0	45.6	140-142
1.3 B200	159	139	8.2	46.3	140-142
1.3 B250e	215	146	6.8	235.4	27
1.5 B180d	114	124	9.8	61.4	137-138
2.0 B200d	148	136	8.3	57.7	134-144
2.0 B220d	187	145	7.2	56.5	136-137

C-Class 4dr saloon £42,860–£71,110 ★★★★☆
Sumptuous interior and impressive tech, but let down by harsh suspension. **LxWxH** 4751x2033x1437 **Kerb weight** 1650kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 C200	221	153	7.3	44.1	146
2.0 C300	278	155	6.0	42.2	152-159
2.0 C300e	331	152	6.1	256.8	14-24
2.0 C220d	218	152	7.3	61.4	120-127
2.0 C300d	283	155	5.7	55.4	133-139
AMG C43	402	155	4.6	31.4	203

C-Class Estate 5dr estate £44,775–£72,670 ★★★⯪☆
Impressive and tech-filled inside, albeit in a curiously unsatisfying dynamic package. **LxWxH** 4755x2033x1494 **Kerb weight** 1710kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 C200	221	149	7.5	38.1-43.4	149-168
2.0 C300	278	155	6.0	41.0	157
2.0 C300e	331	151	6.2	403.6	15
2.0 C220d	218	151	7.4	57.7	129
2.0 C300d	283	155	5.8	54.4	136
AMG C43	402	155	4.7	31	206

C-Class Coupé 2dr coupé £42,880–£92,025 ★★★★☆
Outgoing two-door keeps a nice balance of style, usability and driver reward. **LxWxH** 4696x1810x1405 **Kerb weight** 1505kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 C200	181	149	7.9	37.7-42.2	155-156
2.0 C300	258	155	6.1	35.8-39.8	161-175
3.0 V6 AMG C43 4Matic	385	155	4.7	28.0-29.4	221-225
4.0 V8 AMG C63 S	503	180	3.9	25.0-25.5	250
2.0 C220d	192	149	7.0	46.3-52.3	133-145
2.0 C300d 4Matic	241	155	6.0	42.8-48.7	151-164

C-Class Cabriolet 2dr open £46,455–£90,985 ★★★★☆
Take all the good bits about the coupé and add the ability to take the roof off. Bingo. **LxWxH** 4686x1810x1409 **Kerb weight** 1645kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 C200	181	146	7.9	36.2-40.4	167-168
2.0 C300	258	155	6.3	34.0-37.7	173-184
3.0 V6 AMG C43 4Matic	385	155	4.8	27.4-28.5	229-231
4.0 V8 AMG C63 S	503	174	4.1	24.4-24.8	258
2.0 C220d	191	145	7.5	44.8-49.6	141-153
2.0 C300d	242	155	6.3	42.2-47.1	153-167

E-Class 4dr saloon £48,775–£120,195 ★★★★☆
A little pricey, and less sporting than its rivals, but still comfy and luxurious. **LxWxH** 4923x1852x1468 **Kerb weight** 1680kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 E200	194	149	7.4	38.2	165-166
2.0 E300e	315	155	5.8	188.3	41
3.0 E450	363	155	5.0	31.7	204
3.0 AMG E53 4Matic+	429	155	4.5	30.4	212-215
4.0 V8 AMG E63 S 4Matic+	603	155	3.4	22.8-23.7	277
2.0 E220d	191	146	7.4	53.3	139-157
2.0 E300d	261	155	6.3	47.9	153-167
2.0 E300de	302	149	5.9	217.3	39
2.9 E400d 4Matic	325	155	5.1	42.2	176-188

E-Class Estate 5dr estate £50,775–£122,195 ★★★★☆
Far more practical than its rivals, but pricier and less sporty than those closest to it. **LxWxH** 4933x1852x1475 **Kerb weight** 1780kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 E200	197	144	7.7	31.0-35.3	173-174
3.0 V6 AMG E53 4Matic+	429	155	4.6	29.7	216-219
4.0 V8 AMG E63 S 4Matic+	603	180	3.5	22.6-23.3	282
2.0 E220d	191	142	7.8	50.4	148-161
2.0 E300d	242	155	6.6	40.4-46.3	156-159
2.0 E300de	302	146	6.0	188.3	41
2.9 E400d 4Matic	325	155	5.3	40.9	181-192

E-Class Coupé 2dr coupé £51,345–£76,825 ★★★★☆
Big, laid-back four-seat tourer. Borrows looks from the ravishing S-Class Coupé. **LxWxH** 4846x1860x1431 **Kerb weight** 1685kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 E300	237	155	6.4	31.0	180-182
3.0 E450 4Matic	362	155	5.0	29.1-31.4	201
3.0 AMG E53 4Matic+	429	155	4.4	30.1-31.4	212-215
2.0 E220d	189	145	7.6	43.5-50.4	154-155
3.0 E300d 4Matic	242	155	6.4	42.2-47.9	166-167
2.9 E400d 4Matic	325	155	5.3	na	189

E-Class Cabriolet 2dr open £57,095–£80,735 ★★★★☆
Refined and sophisticated four-seater in the same mould as the S-Class Cabriolet. **LxWxH** 4846x1860x1429 **Kerb weight** 1780kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 E300	237	155	6.6	30.0	189-190
3.0 E450 4Matic	362	155	5.8	28.8-30.7	208
3.0 AMG E53 4Matic	429	155	4.5	29.7-30.7	217-219
2.0 E220d	189	147	7.8	42.8-48.7	162-163

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 E300d	242	155	6.6	40.9-46.3	172
2.9 E400d 4Matic	325	155	5.4	na	193

CLS 4dr saloon £71,345–£82,445 ★★★★☆

Retains the sleek coupé style and has more tech – without losing its allure. **LxWxH** 4996x1896x1436 **Kerb weight** 1935kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.0 V6 AMG CLS 53 4Matic+	429	155	4.5	29.7	216
3.0 CLS 400d 4Matic	325	155	5.0	38.7	191

S-Class 4dr saloon £82,965–£211,460 ★★★★⯪

Bristling with technology, luxury and performance. Sets new class standards. **LxWxH** 5125x1899x1493 **Kerb weight** 1990kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.0 S500	440	155	4.9	29.7-35.3	181-201
3.0 S580e	510	155	5.2	353.1	19
3.0 S580 Maybach	503	144	4.8	26.2	253-265
6.0 V12 S680 Maybach	612	155	4.5	19.8	325
2.9 S350d	286	155	6.4	39.8-42.8	173-190
2.9 S400d	328	155	5.4	38.2-38.7	192-196

EQS 5dr saloon £102,160–£166,155 ★★★★⯪

Luxurious in every respect and a tantalising showcase for the future. **LxWxH** 5032x1899x1411 **Kerb weight** 2480kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
108kW 450+ 4Matic	325	130	6.2	412-453	0
AMG EQS 53 4Matic+	649	155	3.8	377	0

AMG GT 4-Door Coupé 4dr saloon £141,855–£173,640 ★★★★⯪

Four-door, four-wheel-drive GT is confusing to contemplate but impressive to drive. **LxWxH** 5054x1953x1447 **Kerb weight** 2100kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
4.0 V8 GT63 S 4Matic+	630	196	3.2	21.4-22.1	294-298

GLA 5dr SUV £36,090–£67,305 ★★★⯪☆

Not the most practical crossover but good looking and very decent to drive. **LxWxH** 4417x1804x1494 **Kerb weight** 1395kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.6 GLA 180	120	124	8.7-9.0	35.3-40.4	151-155
1.6 GLA 200	152	134	8.1-8.4	34.9-39.8	151-155
1.3 GLA 250e	135	137	7.1	201.8	31
2.0 GLA 250 4Matic	204	143	6.6	32.5-35.8	172-174
2.0 AMG GLA 35 4Matic	302	155	5.2	32.5	186-198
2.0 AMG GLA 45 S 4Matic+	415	155	4.3	28.8	215-224
2.0 GLA 200d	150	127	8.6-8.9	52.3	121
2.0 GLA 220d	188	136	7.3	49.6	141-149

EQA 5dr SUV £47,510–£56,010 ★★★☆☆

A competent but entirely average electric SUV. For the money, we expect better. **LxWxH** 4463x1834x1624 **Kerb weight** 1965kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
67kWh 250	188	99	8.5	255-264	0
67kWh 300 4Matic	228	99	7.7	260-268	0
67kWh 350 4Matic	292	99	6.0	268	0

GLB 5dr SUV £40,565–£51,595 ★★★⯪☆

Boxy SUV mixes rough-and-tumble styling cues and seven-seat versatility. **LxWxH** 4634x1834x1659 **Kerb weight** 1555kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.3 GLB 200	160	129	9.1	40.4	160-165
2.0 AMG GLB 35	302	155	5.2	32.5	198
2.0 GLB 200d	148	127	9.0	47.9	149-156
2.0 GLB 220d	188	135	7.6	47.9	156-158

EQB 5dr SUV £53,610–£62,710 ★★★☆☆

Part-time third row still a rarity in premium electric cars. Otherwise unremarkable. **LxWxH** 4463x1834x1624 **Kerb weight** 2030kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
67kWh 300	228	99	7.7	257	0
67kWh 350	292	99	6.0	257	0

GLC 5dr SUV £45,240–£94,785 ★★★★☆

Not exactly exciting to drive, but does luxury and refinement better than most. **LxWxH** 4656x1890x1639 **Kerb weight** 1735kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 GLC 300 4Matic	255	149	6.2	34.4	187-198
2.0 GLC 300e 4Matic	320	143	5.7	122.8	53
3.0 V6 AMG GLC 43 4Matic	388	155	4.9	27.4	233-245
4.0 V8 AMG GLC 63 S 4Matic+	502	155	3.8	22.7	294-296
2.0 GLC 220d 4Matic	191	134	7.9	47.9	154-167
2.0 GLC 300d 4Matic	242	144	6.5	42.8	178-179
2.0 GLC 300de 4Matic	302	143	6.2	148.7	50

GLC Coupé 5dr SUV £51,590–£97,960 ★★★★☆

A coupé-shaped SUV destined to be outrun by the X4 – unless you're in an AMG. **LxWxH** 4732x1890x1602 **Kerb weight** 1785kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 GLC 300 4Matic	255	149	6.3	32.8	195-202
2.0 GLC 300e 4Matic	320	143	5.7	104.6	52-54
3.0 V6 AMG GLC 43 4Matic	388	155	4.9	27.7	232-242
4.0 V8 AMG GLC 63 S 4Matic+	502	155	3.8	22.1	290-291
2.0 GLC 220d 4Matic	191	135	7.9	44.1	167-173
2.0 GLC 300d 4Matic	242	145	6.6	40.9	182-184
2.0 GLC 300de 4Matic	302	143	6.2	134.5	55

EQC 5dr SUV £70,035–£78,925 ★★★★⯪

Brisk, tidy-handling electric SUV has everything needed to do well on UK roads. **LxWxH** 4762x1884x1624 **Kerb weight** 2495kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
80kWh 400 4Matic	408	112	5.1	244-255	0

GLE 5dr SUV £70,055–£119,930 ★★★★☆

The ML replacement isn't inspiring to drive but does come with a classy interior. **LxWxH** 4819x2141x1796 **Kerb weight** 2165kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.9 GLE 450 4Matic	362	155	5.7	32.5	229
2.0 GLE 300d 4Matic	242	140	7.2	39.2	198-207
2.9 GLE 350d 4Matic	268	143	6.6	36.2	206-214
2.0 GLE 350de 4Matic	317	130	6.8	256.8	29
2.9 GLE 400d 4Matic	328	152	5.7	35.3	220
3.0 V6 AMG GLE 53 4Matic+	432	155	5.3	26.7	246-248
4.0 V8 AMG GLE 63 S 4Matic+	603	155	3.8	na	281

GLE Coupé 5dr SUV £76,080–£129,205 ★★★★☆

May not be your idea of a desirable luxury car, but it's certainly an effective one. **LxWxH** 4946x2014x1716 **Kerb weight** 2295kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.0 AMG GLE 53 4Matic	432	155	5.3	25.7	244
4.0 AMG GLE 63 S 4Matic	603	174	3.8	na	280
2.0 GLE 350de 4Matic	320	130	6.9	313.9	23-24
2.9 GLE 400d 4Matic	327	149	5.7	33.6	219

GLS 5dr SUV £85,800–£176,505 ★★★⯪☆

The replacement for the massive GL can still seat seven in comfort. **LxWxH** 5216x2030x1823 **Kerb weight** 2415kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.0 GLS 400d 4Matic	327	148	6.3	32.8	227
4.0 GLS 600 Maybach	549	155	4.9	21.4	304
4.0 AMG GLS63	625	174	4.2	23.7	273

G-Class 5dr SUV £123,500–£182,200 ★★★⯪☆

Massively expensive and compromised, but with character in abundance. **LxWxH** 4866x1984x1969 **Kerb weight** 2550kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.0 400d 4Matic	325	130	6.4	25.7	281-282
4.0 V8 AMG G63 4Matic	578	137	4.5	18.6-18.8	373

AMG GT 2dr coupé/open £108,390–£377,120 ★★★★☆

Million-dollar looks and a railgun V8, but extremely firm chassis affects its usability. **LxWxH** 4544x1939x1287 **Kerb weight** 1615kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
4.0 V8 GT	522	193-194	3.7-3.8	21.9-22.1	289-290
4.0 V8 GT R	577	198	3.6	22.1	289
4.0 V8 GT Black Series	718	202	3.2	22.1	292

MG

3 5dr hatch £12,845–£14,345 ★★★⯪☆

Neatly tuned and nice sporty styling. Breaks the mould for budget superminis. **LxWxH** 4018x1729x1507 **Kerb weight** 1125kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 VTi-Tech	104	108	10.9	42.3	152

5 SW EV 5dr estate £29,695–£31,945 ★★★⯪☆

Segment-first electric estate could be all the real-world EV you need. **LxWxH** 4544x1729x1509 **Kerb weight** 1532kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
61kWh	154	115	7.7	250	0

ZS 5dr SUV £16,995–£34,495 ★★★☆☆

Much improved on previous MGs, but still lacks the sophistication of its closest rivals. **LxWxH** 4314x1809x1611 **Kerb weight** 1190kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 VTi-Tech	104	109	10.9	41.5	155
1.0T GDi	109	112	12.4	38.6	166
45kWh EV	143	87	8.5	163	0
73kWh EV	156	108	8.4	273	0

HS 5dr SUV £22,625–£33,595 ★★★☆☆

Goes big on metal for the money but covers its budget roots with mixed success. **LxWxH** 4574x1876x1664 **Kerb weight** 1489kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 T-GDi	162	118	9.9	36.2-37.2	168
1.5 T-GDi PHEV	254	118	7.1	155.8	43

MINI

3dr Hatch 3dr hatch £22,565–£35,545 ★★★★⯪

Three-pot engines and cleverly designed interior make the Mini a superb choice. **LxWxH** 3821x1727x1414 **Kerb weight** 1190kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 One	101	121	10.1-10.2	49.6	130
1.5 Cooper	134	130	7.8-7.9	48.7-49.6	130-132
2.0 Cooper S	189	145-146	6.7-6.8	44.1	145
2.0 John Cooper Works	227	152	6.1-6.3	39.8	160

Electric 3dr hatch £31,000–£35,050 ★★★★☆

Won't break records on range or usability, but has plenty of zip and driver appeal. **LxWxH** 3850x1727x1414 **Kerb weight** 1440kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
33kWh	180	93	7.3	144	0

Convertible 2dr open £25,465–£38,145 ★★★⯪☆

A fun open-top car but compromised on practicality and dynamics. **LxWxH** 3821x1727x1415 **Kerb weight** 1280kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 Cooper	134	128	8.8	46.3	138-139
2.0 Cooper S	175	143	7.2	42.2	151
2.0 John Cooper Works	227	150	6.6	39.2	165

5dr Hatch 5dr hatch £23,225–£31,760 ★★★★⯪

Mini charm in a more usable package, but still not as practical as rivals. **LxWxH** 3982x1727x1425 **Kerb weight** 1240kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 One	101	119	10.6	49.6	130
1.5 Cooper	134	129	8.4	48.7-49.6	131-132
2.0 Cooper S	175	146	6.9	44.1-45.6	141-146

Clubman 5dr hatch £27,015–£39,945 ★★★★☆

Cheery and alternative Mini 'six-door' takes the brand into new territory. **LxWxH** 4253x1800x1441 **Kerb weight** 1375kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 Cooper	134	128	9.2	47.1	136-137
2.0 Cooper S	175	142	7.3	42.2	152-153
2.0 John Cooper Works All4	302	155	4.9	38.2	169

Countryman 5dr hatch £28,815–£42,675 ★★★⯪☆

Bigger than before, but still more funky than useful. Still not all that pretty, either. **LxWxH** 4299x2005x1557 **Kerb weight** 1440kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 Cooper	136	124	9.7	44.8	143
1.5 Cooper All4	136	122	10.3	40.9	157-158
1.5 Cooper S E All4 PHEV	217	122	6.8	156.9	41
2.0 Cooper S	192	140	7.5-7.6	42.2-42.8	151-152
2.0 Cooper S All4	192	138	7.6	40.4	158-159
2.0 John Cooper Works All4	302	155	5.1	37.2	174

MORGAN

Plus Four 2dr open £63,635 ★★★⯪☆

Morgan's four-cylinder lifeblood model gets 21st-century underpinnings. **LxWxH** 3830x1500x1250 **Kerb weight** 1013kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0	255	149	5.1	38.8	165

Plus Six 2dr open £82,995 ★★★⯪☆

Feels like progress in lots of ways, but not yet the driver's car it might be. **LxWxH** 3890x1756x1220 **Kerb weight** 1075kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.0	335	166	4.2	38.2	180

NISSAN

Micra 5dr hatch £16,685–£19,765 ★★★★☆

Refreshed look and better handling makes it an enticing choice. Has its flaws, though. **LxWxH** 3991x1743x1455 **Kerb weight** 1490kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 IG-T 92	91	111	11.8	50.4	123-129

Leaf 5dr hatch £28,495–£34,945 ★★★★☆

Better looks, better value and better range from this second-gen electric hatch. **LxWxH** 4387x1768x1520 **Kerb weight** 1245kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
40kWh	147	90	7.9	168	0
62kWh	214	98	6.9-7.3	239	0

Juke 5dr hatch £20,420–£26,920 ★★★⯪☆

Second-generation crossover is impressive in some respects, but outstanding in few. **LxWxH** 4135x1765x1565 **Kerb weight** 1605kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 DiG-T 114	114	112	10.7	47.9	134-139

Qashqai 5dr SUV £25,505–£40,005 ★★★★☆

Ticks the important family car boxes, but ICE powertrain lacks refinement. **LxWxH** 4425x2084x1625 **Kerb weight** 1435kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.3 DiG-T 140	138	122	10.2	44.3	143-144
1.3 DiG-T 158	156	123	9.9	41.5-44.4	145

X-Trail 5dr SUV £30,955 ★★★⯪☆

Shortfalls on refinement and drivability, plus a slight lack of the original's character. **LxWxH** 4640x1820x1710 **Kerb weight** 1505kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.3 DiG-T 160	158	123	11.5	37.8-38.5	166-173

NOBLE

M600 2dr coupé £248,000–£287,600 ★★★⯪☆

Deliciously natural and involving; a bit ergonomically flawed. **LxWxH** 4360x1910x1120 **Kerb weight** 1198kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
4.4 V8	662	225	3.0	16.8	333

ORA

Funky Cat 5dr hatch £31,995 ★★★★☆

A charismatic and good-value electric hatchback from China's Great Wall Motor. **LxWxH** 4235x1825x1603 **Kerb weight** 1540kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
126kW 48kWh	169	99	8.3	193	0

PEUGEOT

208 3dr/5dr hatch £18,655–£33,910 ★★★⯪☆

A big improvement for Peugeot, if not for the supermini class. **LxWxH** 3475x1615x1460 **Kerb weight** 1065kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.2 PureTech 75	72	106	14.9	58.9	124
1.2 PureTech 100	98	117	9.9	53.0	124-126
1.2 PureTech 130	128	129	8.7	51.9	128
50kWh e-208	136	93	8.1	194-217	0
1.5 BlueHDi 100	99	117	10.2	70	109-110

308 5dr hatch £25,270–£39,460 ★★★★☆

Brings electrification and design flair but retains the old model's dynamic character. **LxWxH** 4365x1850x1441 **Kerb weight** 1288kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.2 PureTech 130	131	130	9.7	52.1	122
1.6 Hybrid	180	140	7.6	213-281	23-30
1.6 Hybrid 225	225	146	8.0	213-266	24-30
1.5 BlueHDi	131	129	10.6	65.4	113-114

308 SW 5dr estate £26,470–£40,670 ★★★★☆

Blends character and practicality, without compromising on the hatchback's style. **LxWxH** 4635x2062x1442 **Kerb weight** 1345kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.2 PureTech 130	131	130	9.9	52.1	122
1.6 Hybrid	180	139	7.7	213-281	25-30
1.6 Hybrid 225	225	146	7.6	213-266	26-30
1.5 BlueHDi	131	129	10.9	65.0	113-114

508 4dr saloon £29,635–£54,665 ★★★★☆

Stylish and likeable but lacking the polish of more premium rivals. **LxWxH** 4750x1859x1430 **Kerb weight** 1535kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.2 PureTech 130	131	127	8.1	49.1	129
1.6 Hybrid	223	155	8.3	166.0-235.0	27-38
1.6 Hybrid PSE	355	155	5.2	141.2	42
1.5 BlueHDi 130	126	126	10.0	62.0	124

508 SW 5dr estate £31,235–£56,465 ★★★☆☆

Bodystyle takes the edge off the 508's style yet doesn't fully address practicality. **LxWxH** 4778x1859x1420 **Kerb weight** 1430kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.2 PureTech 130	131	127	8.3	49.1	129
1.6 Hybrid	223	155	8.3	166.0-235.0	27-38
1.6 Hybrid PSE	355	155	5.2	141.2	42
1.5 BlueHDi 130	126	129	10.1	62.0	127

2008 5dr SUV £22,735–£38,850 ★★★★☆

Compact crossover has most rivals licked, but class is still waiting for a game-changer. **LxWxH** 4300x1770x1550 **Kerb weight** 1205kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.2 PureTech 100	98	115	10.9	52.0	125-127
1.2 PureTech 130	128	122	8.9	50.6	132
1.2 PureTech 155	153	129	8.2	46.6	141
50kWh e-2008	136	93	8.5	191-206	0
1.5 BlueHDi	98	115	11.4	62.7	118-120

3008 5dr SUV £29,325–£47,380 ★★★★☆

Cleverly packaged Peugeot offers just enough SUV DNA to make the difference. **LxWxH** 4447x2098x1624 **Kerb weight** 1250kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.2 PureTech 130	126	117	10.5-10.8	37.2	146-149
1.6 Hybrid	223	146	5.9	157-222	29
1.6 Hybrid4	298	149	5.9	166-235	36
1.5 BlueHDi 130	126	119	9.5	55.1	137-139

5008 5dr SUV £35,790–£41,150 ★★★★☆

Less MPV, more SUV, and shares its siblings' good looks. Competent to drive, too. **LxWxH** 4641x1844x1640 **Kerb weight** 1511kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.2 PureTech 130	126	117	10.4-10.9	46.0	150-153
1.6 PureTech 180	178	135	8.3	39.6	168-170
1.5 BlueHDi 130	129	119	10.7	57.3	139-142
2.0 BlueHDi 180	175	131	9.1	47.3	164-166

PININFARINA

Battista 2dr coupé £2,000,000 ★★★★☆

Considering its ridiculous power, that it's such a joy to drive is a marvel in itself. **LxWxH** na **Kerb weight** 2200kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1417kW 120kWh	1900	217	2.0	311	0

POLESTAR

2 5dr hatch £41,900–£47,900 ★★★★☆

High-rise saloon takes the EV off in a development direction all of its own. **LxWxH** 4607x1859x1478 **Kerb weight** 2048kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
63kWh Standard Range	221	99	7.4	273	0
78kWh Long Range	228	99	7.4	317	0
78kWh Long Range AWD	402	127	4.2	298	0

PORSCHE

718 Boxster 2dr open £50,475–£81,070 ★★★★⯪

Our idea of drop-top heaven. Exceptional to drive, whether cruising or hurrying. **LxWxH** 4379x1801x1280 **Kerb weight** 1335kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0	290	170	4.9-5.1	32.5	198
2.0 T	296	170	4.7-5.3	32.5	199
2.5 S	339	177	4.4-4.6	29.1	229
4.0 GTS	396	182	4.5	25.9	247
4.0 Spyder	414	189	4.4	25.4	251

718 Cayman 2dr coupé £48,475–£114,420 ★★★★★

Scalpel-blade incisiveness, supreme balance and outstanding driver involvement. **LxWxH** 4379x1801x1295 **Kerb weight** 1335kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0	290	170	4.9-5.1	32.8	197
2.0 T	296	170	4.9-5.3	35.5	198
2.5 S	339	177	4.4-4.6	29.1	228
4.0 GTS	396	182	4.5	25.9	247
4.0 GT4	414	188	4.4	25.7	251
4.0 GT4 RS	493	196	3.4	21.4	299

911 2dr coupé £89,400–£211,960 ★★★★⯪

Wider, eighth-generation 911 is still eminently fast, and capable at all speeds. **LxWxH** 4519x1852x1300 **Kerb weight** 1565kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.0 Carrera	380	182	4.0	27.4	233
3.0 Carrera 4	380	180	4.0	26.9	238
3.0 Carrera S	444	191	3.7	27.4	234
3.0 Carrera 4S	444	190	3.4	26.9	239
3.0 Carrera GTS	473	193	3.4	24.8-26.4	244-258
3.0 Carrera 4 GTS	473	193	3.3	24.8-26.6	240-259
3.0 Targa 4	380	179	4.4	26.9	239
3.0 Targa 4S	444	189	3.8	26.4	244
3.0 Targa 4 GTS	473	193	3.4	24.8-27.1	236-258
4.0 GT3	503	199	3.4	21.7-21.9	283-304
3.7 Turbo	572	199	2.8	23.5	271
3.7 Turbo S	641	205	2.7	23.5	271
Sport Classic	542	205	4.1	22.4	285

911 Cabriolet 2dr open £99,200–£176,870 ★★★★☆

Fewer compromises than ever, if rewarding only at full attack. **LxWxH** 4519x1852x1297 **Kerb weight** 1585kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.0 Carrera	380	180	4.4	27.2	236
3.0 Carrera 4	380	180	4.4	26.9	238
3.0 Carrera S	444	190	4.4	27.4	233
3.0 Carrera 4S	444	188	3.6	26.6	241
3.0 Carrera GTS	473	192	3.6	26.9	239
3.0 Carrera 4 GTS	473	191	3.5	25.0	244
3.7 Turbo	572	199	2.9	23.3	275
3.7 Turbo S	641	205	2.8	23.3	275

Panamera 4dr saloon £73,530–£143,190 ★★★★★

Revamped big saloon is an absolute belter, making it almost the perfect grand tourer. **LxWxH** 5049x1937x1423 **Kerb weight** 1815kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.9 V6	325	168	5.6	27.7	232
2.9 V6 4	325	167	5.3	27.2	235
2.9 V6 4S	434	183	4.3	27.4	234
2.9 V6 4 E-Hybrid	456	174	4.4	78.5-85.6	60
2.9 V6 4S E-Hybrid	552	185	3.7	78.5-85.6	60
4.0 V8 GTS	473	186	3.9	23.3	275
4.0 V8 Turbo S	621	196	3.1	22.1	289
4.0 V8 Turbo S E-Hybrid	690	196	3.2	97.4-104.6	62-66

Panamera Sport Turismo 5dr estate £78,710–£146,410 ★★★★⯪

The Panamera in a more practical form, and now it's a good-looking beast. **LxWxH** 5049x1937x1428 **Kerb weight** 1880kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.9 V6 4	325	163	5.3	26.4	242
2.9 V6 4S	434	180	4.3	26.4	242
2.9 V6 4 E-Hybrid	456	174	4.4	78.5-85.6	60
2.9 V6 4S E-Hybrid	552	182	3.7	78.5-85.6	60
4.0 V8 GTS	473	181	3.9	22.8	280
4.0 V8 Turbo S	621	196	3.1	21.7	295
4.0 V8 Turbo S E-Hybrid	690	196	3.2	94.2-97.4	65-69

Taycan 4dr saloon £72,905–£139,335 ★★★★⯪

First all-electric Porsche shows the rest of the world how it should be done. **LxWxH** 4963x1966x1381 **Kerb weight** 2305kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
79kWh	405	143	5.4	220-268	0
79kWh 4S	527	155	4.0	252	0
93kWh	472	143	5.4	253-301	0
93kWh 4S	563	155	4.0	287	0
93kWh GTS	590	155	3.7	273	0
93kWh Turbo	670	161	3.2	280	0
93kWh Turbo S	751	161	2.8	256	0

Taycan Sport Turismo 5dr estate £73,650–£141,259 ★★★★⯪

Less rugged than the Cross Turismo, but no less capable. **LxWxH** 4963x2144x1390 **Kerb weight** 2250kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
79kWh	405	143	5.4	222-269	0
79kWh 4S	527	155	4.0	222-274	0
93kWh	472	143	5.4	259-306	0
93kWh 4S	563	155	4.0	259-306	0
93kWh GTS	590	155	3.7	263-304	0
93kWh Turbo	670	155	3.2	263-305	0
93kWh Turbo S	751	155	2.8	267-285	0

Taycan Cross Turismo 5dr estate £83,055–£140,055 ★★★★⯪

Melds together two vehicle types, and somehow hangs together, brilliantly. **LxWxH** 4974x2144x1409 **Kerb weight** 2320kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
93kWh 4	472	137	5.1	242-283	0
93kWh 4S	563	149	4.1	241-281	0
93kWh GTS	590	155	3.7	273	0
93kWh Turbo	670	155	3.3	245-281	0
93kWh Turbo S	751	155	2.9	241-260	0

Macan 5dr SUV £51,040–£68,170 ★★★★⯪

Spookily good handling makes this a sports utility vehicle in the purest sense. **LxWxH** 4696x1923x1624 **Kerb weight** 1770kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0	263	144	6.4	26.4	228
2.0 T	263	144	6.4	26.4	224-239
3.0 V6 S	377	161	4.8	25.4	251
3.0 GTS	438	169	4.5	25.0	255

Cayenne 5dr SUV £64,870–£132,065 ★★★★⯪

Refreshed look, improved engines and interior, and a better SUV overall. **LxWxH** 4926x2194x1673 **Kerb weight** 2175kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.0 V6	335	152	6.2	22.6-24.6	259-283
3.0 V6 E-Hybrid	456	157	5.0	76.3-91.1	71-83
2.9 V6 S	340	152	6.2	21.9-23.9	268-292
4.0 V8 GTS	453	168	4.8	20.0-21.2	301-219
4.0 V8 Turbo	542	178	4.1	20.0-20.9	305-319
4.0 V8 S E-Hybrid	671	183	3.8	68.9-74.3	86-92

Cayenne Coupé 5dr SUV £69,520–£149,930 ★★★★☆

Little different to drive from the standard car but certainly has an appeal all of its own. **LxWxH** 4931x1983x1676 **Kerb weight** 2030kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.0 V6	335	150	6.0	22.6-24.4	263-283
3.0 V6 E-Hybrid	456	157	5.1	76.3-88.3	73-85
2.9 V6 S	428	163	5.0	21.9-23.5	271-292
4.0 V8 GTS	453	168	4.5	20.2-21.2	302-318
4.0 V8 Turbo	533	178	3.9	20..0-20.9	307-319
4.0 V8 S E-Hybrid	671	183	3.8	68.9-74.3	87-92
4.0 V8 GT	632	186	3.1	20.0	319

RADICAL

Rapture 0dr open £110,000 ★★★½☆
Not as well mannered as some lightweights but spectacular in its track-day element. **LxWxH** 4100x1790x1130 **Kerb weight** 765kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.2 Turbo	360	165	3.1	na	na

RXC GT 2dr open £145,000 ★★★½☆
Designed for pounding around a track; out of its element on the road. **LxWxH** 4300x1960x1127 **Kerb weight** 1125kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.5 V6 400	400	179	2.8	na	na
3.5 V6 650	650	180	2.7	na	na

RENAULT

Clio 5dr hatch £18,895–£23,995 ★★★★☆
Plusher, smoother and much more mature. A car of substance as well as style. **LxWxH** 4047x1728x1440 **Kerb weight** 1148kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 TCe 90	88	112	12.2	54.4	117
1.6 E-Tech Hybrid	138	112	9.3	65.7	96

Zoe 5dr hatch £29,995–£31,995 ★★★½☆
A far more practical zero-emission solution. Attractive price, too. **LxWxH** 4084x1730x1562 **Kerb weight** 1470kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
50kWh R135	132	87	9.5	232	0

Captur 5dr SUV £22,295–£33,895 ★★★★☆
Jacked-up Clio is among the better downsized options. Stylish and fluent-riding. **LxWxH** 4122x1778x1566 **Kerb weight** 1184kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 TCe 90	89	104	14	47.9	133-134
1.6 E-Tech Hybrid	140	106	10.6	56.5	113-114
1.6 E-Tech PHEV	156	107	10.1	217.3	30-33

Kadjar 5dr SUV £26,295–£27,895 ★★★½☆
Fine value, practical, decent to drive and good-looking, but the Qashqai is classier. **LxWxH** 4449x1836x1607 **Kerb weight** 1306kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.3 TCe 140	138	124	9.8	45.6	143-147

Arkana 5dr SUV £26,795–£32,295 ★★★½☆
Showy styling clothes an eminently sensible but unspectacular car. **LxWxH** 4568x1820x1576 **Kerb weight** 1435kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.3 TCe Mild Hybrid 140	138	127	9.8	48.7	132
1.6 E-Tech Hybrid 145	143	107	10.8	58.9	108

Mégane E-Tech Electric 5dr SUV £36,995–£40,995 ★★★★☆
More fun than most EVs while also efficient, comfortable and tech-savvy. **LxWxH** 4200x1860x1505 **Kerb weight** 1708kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
EV60 160kW 60kWh	215	99	7.5	280	0

RIMAC

Nevera 2dr coupé £2,000,000 ★★★★☆
Electric hypercar from Croatian specialist is sibling of fantastic Pininfarina Battista. **LxWxH** 4750x1986x1208 **Kerb weight** 2150kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1427kW 120kWh	1914	256	2.0	340	0

ROLLS-ROYCE

Wraith 2dr coupé £282,220–£324,220 ★★★★½
An intimate and involving Rolls. Not as grand as some, but other traits make it great. **LxWxH** 5285x1947x1507 **Kerb weight** 2360kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
6.6 V12	624	155	4.6	18.5-18.6	347-348

Dawn 2dr open £305,620–£347,620 ★★★★½
Essentially as Wraith, except with a detuned engine and in elegant convertible form. **LxWxH** 5295x1947x1502 **Kerb weight** 2560kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
6.6 V12	563	155	5.0	16.8-17.4	367-380

Ghost 4dr saloon £275,020–£320,020 ★★★★☆
'Affordable' Rolls is a more driver-focused car than the Phantom. Still hugely special. **LxWxH** 5399x1948x1550 **Kerb weight** 2360kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
6.6 V12	563	155	4.9-5.0	18.5-18.6	347-348

Phantom 4dr saloon £378,820–£450,820 ★★★★★
Phantom takes opulent luxury to a whole new level. **LxWxH** 5762x2018x1646 **Kerb weight** 2560kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
6.75 V12	563	155	5.1-5.2	18.6-18.8	341-344

Cullinan 4dr SUV £303,220–£347,020 ★★★★☆
Big, bold new 4x4 begins the next era for the brand, with a model that convinces. **LxWxH** 5341x2164x1835 **Kerb weight** 2730kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
6.75 V12	563	155	5.2	17.3-18.1	355-370

SEAT

Ibiza 5dr hatch £17,955–£22,100 ★★★★½
Reinvigorated Ibiza is more mature and takes the class honours from the Fiesta. **LxWxH** 4059x1780x1444 **Kerb weight** 1091kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 MPI 80	79	106	15.3	50.4-52.3	122-128
1.0 TSI 95	93	113	10.9	52.3	124-125
1.0 TSI 110	109	121	10.3	51.4	123-124

Leon 5dr hatch £22,515–£32,790 ★★★★☆
A creditable effort and a notable improvement in form, with plenty of niche appeal. **LxWxH** 4282x1816x1459 **Kerb weight** 1202kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 TSI 110	108	122	10.8	51.4-52.3	123-126
1.0 eTSI	108	119	10.6	50.4-51.4	124-129
1.5 TSI Evo 130	128	129	9.4	49.6-51.4	124-128
1.5 TSI Evo 150	148	135	8.7	48.7	133
2.0 TSI Evo 190	188	144	7.2	42.2	131-154
1.4 eHybrid PHEV	201	137	7.5	235.4	26-28
2.0 TDI 150	113	124	8.9	64.2-65.7	113-115

Leon Estate 5dr estate £23,500–£35,445 ★★★★☆
Good-looking and responsive hatchback-turned-estate. **LxWxH** 4549x1816x1454 **Kerb weight** 1236kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 TSI 100	108	124	11.2	49.6-51.4	126-129
1.0 eTSI	108	124	11	49.6	130
1.5 TSI Evo 130	128	130	9.7	49.6-51.4	125-128
1.5 TSI Evo 150	148	135	9	47.9-48.7	132-133
2.0 TSI Evo	188	145	7.4	42.2	151-152
1.4 eHybrid PHEV	201	137	7.5	235.4	26-28
2.0 TDI 150	113	124	9.2	64.2-65.7	114-116

Arona 5dr SUV £20,960–£26,870 ★★★★☆
Seat's second SUV doesn't disappoint, with it taking charge of the class dynamically. **LxWxH** 4138x1780x1543 **Kerb weight** 1165kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 TSI 95	93	107	11.2	51.4	124
1.0 TSI 115	113	113	9.8-10.0	47.9-53.3	121-134
1.5 TSI Evo 150	148	127	8.3	44.8-45.6	140-143

Ateca 5dr SUV £26,395–£38,270 ★★★★½
Seat's first SUV is very good. So good, in fact, it's a Qashqai beater. **LxWxH** 4363x1841x1601 **Kerb weight** 1280kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 TSI 110	108	112	11.3	44.1-46.3	139-146
1.5 TSI Evo 150	148	124	9	42.2-43.5	149-152
2.0 TSI 190	188	133	7.1	34.9-35.3	181-183
2.0 TDI 116	114	115	10.9	54.3-55.4	135-137
2.0 TDI 150	148	126	9.3	55.4-58.9	141-166
2.0 TDI 150 4Drive	148	122	8.7	47.1-48.7	141-166

Tarraco 5dr SUV £32,255–£44,170 ★★★★☆
Seat's largest SUV brings a hint of youthful exuberance to a practical category. **LxWxH** 4735x1839x1674 **Kerb weight** 1845kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 TSI Evo 150	148	124	9.9	38.7-41.5	155-166
2.0 TSI 4Drive 190	188	130	7.8	31.0-31.7	201-207
2.0 TSI 245	242	142	6.3	32.1-32.8	195-200
2.0 TDI 150	148	124	10.2	49.6-52.3	144-150
2.0 TDI 200 4Drive	197	130	7.8	41.5-42.8	172-178

SKODA

Fabia 5dr hatch £17,990–£21,125 ★★★★☆
Strong ergonomics and fine road manners – if you buy one of the more powerful models. **LxWxH** 4108x1780x1459 **Kerb weight** 1119kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 MPI 80	78	111	15.6	55.4	116
1.0 TSI	93	121	10.7	55.4	115-116
1.0 TSI 110	109	127	9.9	57.6	113-127

Scala 5dr hatch £20,120–£26,430 ★★★★☆
Undercuts rivals on price and ushers in a sharp new design language for Skoda. **LxWxH** 4362x1793x1471 **Kerb weight** 1381kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 TSI 95	94	118	10.9	53.3	119-120
1.0 TSI 110	108	123	10.1	51.4-53.3	120-124
1.5 TSI 150	148	137	8.1	50.4-51.4	125-128

Octavia 5dr hatch £23,650–£37,055 ★★★★☆
Does comfort and practicality like no other. Good, frugal engines too. **LxWxH** 4689x1829x1470 **Kerb weight** 1225kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 TSI 110	113	129	10.8	54.3-56.5	115-117
1.5 TSI 150	148	143	8.5	52.3-53.3	121-123
2.0 TSI vRS	242	155	6.8	40.9	157
2.0 TDI 116	114	131	10.2	68.9	109
2.0 TDI 150	148	143	8.7	64.2-67.3	109-115
2.0 TDI 200 vRS	197	154	7.4	56.5	130
2.0 TDI 200 vRS 4x4	197	150	6.8	51.4	145

Octavia Estate 5dr estate £24,630–£38,295 ★★★★☆
Class-leading amount of space and practicality. Comfortable, too. **LxWxH** 4667x1814x1465 **Kerb weight** 1247kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 TSI 110	113	125	11	53.3-54.3	118-119
1.5 TSI 150	148	139	8.6	50.4-52.3	123-126
2.0 TSI vRS	242	155	6.8	40.4	159
2.0 TDI 116	114	128	10.3	67.3	111
2.0 TDI 150	148	139	8.6	62.8-65.7	112-118
2.0 TDI 200 vRS	197	152	7.5	55.4	132
2.0 TDI 200 vRS 4x4	197	147	7.1	50.4	147

Superb 5dr hatch £30,255–£44,140 ★★★★☆
Another great Czech value option that's big on quality and space if not on price. **LxWxH** 4869x1864x1469 **Kerb weight** 1340kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 TSI 150	148	137	9.2	40.4-44.8	142-157
2.0 TSI 190	188	148	7.7	38.2-39.2	162-168
2.0 TSI 280 4x4	276	155	5.3	32.2-34.0	188-193
1.4 iV PHEV	215	138	7.4	148.7-188.3	33-42
2.0 TDI 150	148	138	9.1	54.3-58.9	125-136
2.0 TDI 200	197	151	7.9	51.4-53.3	140-145
2.0 TDI 200 4x4	197	148	7.3	47.9	154

Superb Estate 5dr estate £31,505–£42,985 ★★★★☆
Even more commendable than above, primarily thanks to its enormous boot. **LxWxH** 4856x1864x1477 **Kerb weight** 1365kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 TSI 150	148	132	9.3	40.9-45.6	141-157
2.0 TSI 190	188	143	7.8	39.8-40.9	162-168
2.0 TSI 280 4x4	276	155	5.3	33.2-34.0	188-194
1.4 iV PHEV	215	140	7.5	148.7-188.3	33-42
2.0 TDI 150	148	133	9.2	53.3-57.7	129-140
2.0 TDI 200	197	145	8	49.6-51.4	140-144
2.0 TDI 200 4x4	197	142	7.4	47.9	157

Kamiq 5dr SUV £22,040–£27,625 ★★★½☆
Skoda's supermini platform has birthed a practical but predictable compact crossover. **LxWxH** 4241x1793x1553 **Kerb weight** 1251kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 TSI 95	93	112	11.2	49.6	129
1.0 TSI 115	112	120	10.3	47.1-49.6	130-136
1.5 TSI	148	132	11.2	46.3-47.9	133-139

Karoq 5dr SUV £26,545–£38,805 ★★★★☆
Yeti replacement may not have its forebear's quirkiness, but it's brilliant otherwise. **LxWxH** 4382x1841x1603 **Kerb weight** 1265kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 TSI 110	108	117	11.3	44.8-47.9	133-143
1.5 TSI	148	126	9	42.8-44.8	143-149
20 TSI 190 4x4	188	132	7	33.2	191
2.0 TDI 116	114	118	10.7	58.9	126
2.0 TDI 150	148	127	9.0	50.4-52.3	142-148
2.0 TDI 150 4x4	148	121	8.8	42.8	172-174

Enyaq iV 5dr SUV £38,970–£51,765 ★★★★☆
Practical, rangy and well priced. Hits a sweet spot in the EV market. **LxWxH** 4649x1879x1621 **Kerb weight** 1917kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
62kWh 60	177	99	8.7	256	0
82kWh 80	201	99	8.5	331	0
82kWh 80x Sportline	263	99	6.9	303	0

Enyaq Coupé iV 5dr SUV £54,370 ★★★½☆
More style-led EV is the first to wear Skoda's performance badge. **LxWxH** 4653x1882x1660 **Kerb weight** 2204kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
82kWh vRS	299	111	6.4	312	0

Kodiaq 5dr SUV £33,485–£48,075 ★★★★☆
Skoda's first seven-seat SUV is a viable alternative to a traditional MPV. **LxWxH** 4697x1882x1676 **Kerb weight** 1430kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 TSI 150	148	123	9.3	37.2-39.2	164-172
2.0 TSI 190 4x4	188	132	7.8	32.1-32.5	196-200
2.0 vRS	242	144	6.6	32.5	198
2.0 TDI 150	148	123	9.8	46.3-47.9	154-161
2.0 TDI 150 4x4	148	120	9.6	44.8-47.9	155-165
2.0 TDI 200 4x4	197	131	7.8	41.5-42.5	175-178

SMART

EQ Fortwo 3dr hatch/open £22,225–£23,375 ★★½☆☆
Pricey, EV-only two-seater has urban appeal but is short on performance. **LxWxH** 2695x1663x1555 **Kerb weight** 1085kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
17kWh	79	81	11.6-11.9	81-84	0

EQ Forfour 5dr hatch £22,295–£23,445 ★★½☆☆
Four doors bring more mainstream practicality, but still hobbled by low range. **LxWxH** 3495x1665x1554 **Kerb weight** 1200kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
17kWh	79	81	12.7	84	0

SSANGYONG

Tivoli 5dr SUV £19,645–£23,395 ★★★½☆
Trails the Duster as the best-value small crossover – but not by much. **LxWxH** 4195x1795x1590 **Kerb weight** 1270kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.2P 128	126	112	10.6	47.9	158
1.5P 163	160	112	na	42.8	161-164
1.6D 136	130	108	na	50.4	145

Korando 5dr SUV £21,795–£32,215 ★★★☆☆
Competitive towing capabilities and generous kit, but still lacks dynamics. **LxWxH** 4450x1870x1629 **Kerb weight** 1610kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 GDi-Turbo	160	119	12.0	37.2	172
1.6 D 2WD	133	112	12.0	45.2	159-164
1.6 D 4WD	133	112	12.0	41.5	178
e-Motion 140kW 61.5kWh	187	97	9.0	294	0

Rexton 5dr SUV £38,600–£45,745 ★★★½☆
A vast improvement. Better on the road but without ditching its agricultural roots. **LxWxH** 4850x1960x1825 **Kerb weight** 2102kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.2d 181	178	115	11.3-11.9	32.9	205-227

SUBARU

Outback 5dr estate £36,845–£42,345 ★★½☆☆
Acceptable in isolation, but no class leader. **LxWxH** 4815x1840x1605 **Kerb weight** 1612kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.5i	172	130	10.2	33.0	193

Forester 5dr SUV £37,885–£40,885 ★★★☆☆
Solid, spacious and wilfully unsexy. A capable 4x4 nonetheless. **LxWxH** 4610x1795x1735 **Kerb weight** 1488kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0i e-Boxer	148	117	11.8	34.7	185

XV 5dr SUV £33,195–£35,195 ★★★☆☆
No-nonsense crossover doesn't quite make enough sense. **LxWxH** 4450x1780x1615 **Kerb weight** 1355kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0i e-Boxer	148	120	10.7	35.7	180

Solterra 5dr SUV £49,995–£52,995 ★★★★☆
The classic Subaru traits are all carried over into the firm's first EV. **LxWxH** 4690x1860x1650 **Kerb weight** 2015kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
150kW 71.4kWh	215	99	6.9	289	0

SUZUKI

Ignis 5dr hatch £14,749–£18,249 ★★★★☆
Cute and rugged-looking 4x4 city car capable of tackling roads bereft of asphalt. **LxWxH** 3700x1660x1595 **Kerb weight** 855kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.2 Dualjet 12V	83	103	12.7	52.3	110-112
1.2 Dualjet 12V Allgrip	83	103	12.8	48.6	121

Swift 5dr hatch £15,999–£23,070 ★★★½☆
Given mature looks, more equipment and a hybrid powertrain, but it's no class leader. **LxWxH** 3840x1735x1495 **Kerb weight** 890kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.2 Dualjet 83 12V	82	112	13.1	59.7	106
1.2 Dualjet 83 12V Allgrip	82	106	13.8	52.3	121
1.4 Boosterjet 48V Sport	129	130	9.1	50.4	125

Swace 5dr estate £27,499–£29,299 ★★★½☆
Rebadged Toyota Corolla Touring Sports serves as a useful addition to Suzuki's line-up. **LxWxH** 4655x1790x1460 **Kerb weight** 1420kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.8 Hybrid	120	112	11.1	64.2	99

Vitara 5dr SUV £23,749–£29,299 ★★★½☆
Utterly worthy addition to the class drives better than most. **LxWxH** 4175x1775x1610 **Kerb weight** 1075kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.4 Boosterjet 48V	127	118	9.5	52.7	128
1.4 Boosterjet 48V Allgrip	127	118	10.2	45.2	140

SX4 S-Cross 5dr SUV £25,499–£32,049 ★★★☆☆
Latest round of updates help keep it a decent budget offering. **LxWxH** 4300x1785x1593 **Kerb weight** 1305kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.4 Boosterjet 48V	127	121	10.2	53.2	120
1.4 Boosterjet 48V Allgrip	127	118	10.2	46.3	139

Across 5dr SUV £48,129 ★★★½☆
Rebadged Toyota PHEV plunges Suzuki convincingly into several new segments. **LxWxH** 4635x1855x1690 **Kerb weight** 1915kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.5 PHEV	182	112	6.0	282.4	22

TESLA

Model S 5dr hatch £91,980–£118,980 ★★★★½
Large range makes it not only a standout EV but also the future of luxury motoring. **LxWxH** 4978x1963x1445 **Kerb weight** 2108kg

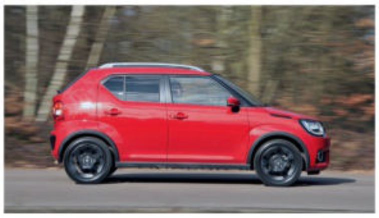
	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
AWD	670	155	3.1	405	0
Plaid	1020	200	2.0	396	0

Model 3 4dr saloon £42,990–£59,990 ★★★★☆
Lowest-price, biggest-volume Tesla yet arrives in the UK after wooing the US. **LxWxH** 4694x1849x1443 **Kerb weight** 1726kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
RWD	320	140	5.3	267	0
Long Range	434	145	4.2	360	0
Performance	522	162	3.1	352	0

Model Y 5dr SUV £44,990–£59,990 ★★★★☆
A compelling proposition, with respectable dynamics and a long range. **LxWxH** 4751x2129x1624 **Kerb weight** 2072kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
Long Range	434	133	5.0	315	0
Performance	563	155	3.5	303	0



Model X 5dr SUV £98,980–£110,980 ★★★★½
A genuine luxury seven-seat electric SUV that also has a large range. **LxWxH** 5036x2070x1684 **Kerb weight** 2459kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
AWD	670	155	3.8	348	0
Plaid	1020	163	2.5	340	0

TOYOTA

Aygo X 3dr hatch £15,095–£16,280 ★★★½☆
City car returns from SUV boot camp ready for the ultimate series of speed bumps. **LxWxH** 3700x1740x1525 **Kerb weight** 1360kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 VVT-i	71	98	14.9	57.6	110

Yaris 5dr hatch £21,110–£25,070 ★★★½☆
Stylish interior but ultimately a scaled-down version of bigger Toyotas. **LxWxH** 3495x1695x1510 **Kerb weight** 1310kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 VVT-i Hybrid	114	109	9.7	65.7-68.9	92-98

GR Yaris 5dr hatch £31,070–£34,670 ★★★★★
Focused, exhilarating all-wheel-drive hot hatch is the most exciting Toyota in ages. **LxWxH** 3995x1805x1455 **Kerb weight** 975kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.6 AWD	253	143	5.5	na	186

Corolla 5dr hatch £30,210–£35,145 ★★★★☆
Rebranded hatch has rolling refinement, interior ambience and affable handling. **LxWxH** 4370x1790x1435 **Kerb weight** 1340kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.8 VVT-i Hybrid	122	111	9.2	57.6-62.8	102-112
2.0 VVT-i Hybrid	180	111	7.5	53.3-57.6	111-120

Corolla Touring Sports 5dr estate £31,545–£36,860 ★★★★☆
More practical estate bodystyle proves just as capable with hybrid power. **LxWxH** 4650x1790x1435 **Kerb weight** 1440kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.8 VVT-i Hybrid	122	111	9.2	56.5-62.8	103-113
2.0 VVT-i Hybrid	180	111	7.5	53.3-56.5	112-121

Prius 5dr hatch £24,890–£35,400 ★★★★☆
Better all round compared with its predecessors. Challenging looks, though. **LxWxH** 4540x1760x1470 **Kerb weight** 1375kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.8 VVT-i Hybrid	120	112	10.6	58.9-67.3	94-109

Prius Plug-in Hybrid 5dr hatch £32,645–£34,745 ★★★★☆
Plug-in version is clever and appealing. Seems more comfortable in its skin. **LxWxH** 4645x1760x1470 **Kerb weight** 1530kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.8 VVT-i Hybrid	120	101	11.1	188.3-217.3	29-35

Yaris Cross 5dr SUV £24,840–£31,465 ★★★½☆
A credible compact SUV, buoyed by good driving dynamics and efficiency. **LxWxH** 4180x1765x1595 **Kerb weight** 1175kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 Hybrid	114	106	11.2	56.5-64.2	100-112
1.5 Hybrid AWD	114	106	11.8	55.4	115

C-HR 5dr SUV £29,920–£36,050 ★★★★☆
Coupé-shaped crossover certainly turns heads and impresses on the road. **LxWxH** 4360x1795x1565 **Kerb weight** 1320kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.8 Hybrid	119	105	11.0	57.7-58.9	109-110
2.0 Hybrid	181	112	8.2	53.3-54.3	119

RAV4 5dr SUV £35,350–£45,755 ★★★☆☆
A solid option but ultimately outgunned by Korean competition. **LxWxH** 4605x1845x1675 **Kerb weight** 1605kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.5 Hybrid	194	112	8.4	50.4-51.3	126-131
2.5 Hybrid AWD	194	112	8.1	47.9-48.7	131-134
2.5 PHEV	302	112	6.0	na	na

Land Cruiser 3dr 3dr SUV £46,235 ★★★½☆
A proper countryside workhorse that will never let you down. **LxWxH** 4335x1885x1875 **Kerb weight** 2010kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.8 D-4D	201	109	12.7	27.7-30.1	239-267

Land Cruiser 5dr 5dr SUV £47,580–£63,580 ★★★½☆
Likeably simple, functional and worth considering if you need a dual-purpose SUV. **LxWxH** 4840x1885x1845 **Kerb weight** 2135kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.8 D-4D	201	109	12.7	27.7-30.4	245-267

Highlander 5dr SUV £55,210 ★★★½☆
Seven-seater bucks the trend of large hybrid SUVs being of the plug-in variety. **LxWxH** 4966x1930x1755 **Kerb weight** 2050kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.5 Hybrid	244	112	8.3	39.8	159-160

Mirai 4dr saloon £49,995–£64,995 ★★★★☆
A courageous endeavour, and one with the trappings of future acceptability. **LxWxH** 4975x1885x1470 **Kerb weight** 1905kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
Hydrogen FCV	174	109	9.0	69.4mpkg	0

GR86 2dr coupé £29,995 ★★★★½
The car that proves fun doesn't always have to mean fast, a true GT86 replacement. **LxWxH** 4265x1775x1310 **Kerb weight** 1276kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.4 D-4S	231	140	6.3	na	200

GR Supra 2dr coupé £54,485–£56,985 ★★★★☆
Brings welcome muscle, fun and variety to the affordable sports car class. **LxWxH** 4379x1292x1854 **Kerb weight** 1541kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0i	250	155	5.2	38.7	167
3.0i	335	155	4.3	34.5	188

WHAT'S COMING WHEN

Abarth 595e

On sale June, price £38,695

The first true electric hot hatch? Arguably it's this boisterous version of the talented new Fiat 500, the Abarth 500e. It gains a more responsive motor up front that gives it an extra 35bhp and 11lb ft, at 152bhp and 173lb ft, for a 2.0sec-faster 0-62mph time of 7.0sec. In a bid to improve handling in kind, Abarth has widened the tracks by 60mm and lengthened the wheelbase by 24mm. The upgrade is then completed by a wider, squarer front end, lower side skirts and a subtle rear lip. Range is 157 miles. It also offers a synthesised engine noise.

MARCH

Alfa Romeo Tonale PHEV, **Audi** Q8 E-tron, Q8 E-tron Sportback, SQ8 E-tron, SQ8 E-tron Sportback, **BMW** Z4 update, **BYD** Atto 3, **Citroën** ë-C4 X, **DS** 3, 3 E-Tense, **Ferrari** SP3 Daytona, **Hyundai** Ioniq 6, **Ineos** Grenadier, **Jaguar** F-Type 75, **Kia** Soul EV Urban, **Land Rover** Range Rover Velar update, **Lexus** RX, **Maxus** Mifa 9, **Mazda** CX-5 MHEV, CX-60 diesel, **Mercedes-AMG** C63, S63, **Mercedes-Benz** A-Class update, B-Class update, EQE SUV, EQS SUV, **Peugeot** e-208 update, 408, **Polestar** 2 BST Edition 270

APRIL

Alfa Romeo Giulia update, Stelvio update, **Audi** R8 GT RWD, TT Final Edition, TT RS Iconic Edition, TTS Final Edition, **BMW** X5 update, X6 update, XM, **Honda** CR-V, **Mercedes-Benz** CLA update, **Mini** Electric Cooper S E Convertible, **Peugeot** 3008 PHEV update, **Porsche** 911 Dakar, Cayenne update, Cayenne Coupé update, **Skoda** Enyaq iV vRS

MAY

Aiways U5, **Alpine** A110 R, **BMW** 7 Series PHEV, M2 Coupé, **Honda** e:Ny1, **Lexus** RZ, **Maserati** MC20 Cielo, **Mazda** 2 update, **Mercedes-Benz** EQT, **Noble** M500, **Vauxhall** Mokka EV update

JUNE

Abarth 500e, **Aston Martin** DB11 update, **BMW** M3 CS, **Honda** ZR-V, **Lamborghini** Aventador successor, **Lexus** UX 300e update, **Lotus** Eletre, **Ora** Funky Cat GT, **Peugeot** e-308, e-308 SW, 508 update, 508 SW update, **Praga** Bohema, **Vauxhall** Astra Electric, Astra GSe, Astra Sports Tourer Electric, Grandland GSe

JULY

BMW Alpina B5 GT, **Chevrolet** Corvette Z06, **Dacia** Jogger Hybrid, **Lamborghini** Huracán Sterrato, **Maserati** Granturismo, **Mercedes-Benz** EQE update, EQS update, EQS SUV update, **Munro** Mk1, **Peugeot** 5008 Hybrid, **Volkswagen** ID 3 update

AUGUST

Ferrari Purosangue, **Jeep** Grand Cherokee, **Lucid** Air, **Pagani** Utopia, **Smart** #1, #1 Brabus

SEPTEMBER

Ford Mustang, Mustang Convertible, **Jeep** Avenger, **Mercedes-Benz** E-Class, **Vauxhall** Corsa update, Corsa Electric update

OCTOBER

Ford Puma ST Hybrid, **Hyundai** Ioniq 5 N, **Maserati** Granturismo Folgore, **MG** 4 EV AWD, **Nio** ET5, **Porsche** Panamera, **Rolls-Royce** Spectre, **Volkswagen** ID 7, Touareg, **Volvo** EX30

NOVEMBER

Aston Martin DBS 770 Ultimate, **Bentley** Mulliner Batur, **BMW** 5 Series update, **Czinger** 21C, **Ford** E-Tourneo Custom, E-Transit Custom, **Kia** EV9, **Koenigsegg** CC850, **Maserati** Grecale Folgore, **Mazda** MX-30 REx, **Ora** Next Cat, **Polestar** 3, **Renault** Clio update, **Ssangyong** Torres, **Subaru** Crosstrek, **Toyota** bZ Compact, C-HR, **Volkswagen** ID Buzz GTX, ID Buzz LWB, **Volvo** C40 Recharge update, XC40 Recharge update

DECEMBER

Citroën C3, C3 Aircross, **Ferrari** SF90 VS, **Fiat** supermini, **Ford** Explorer, **Maserati** Grancabrio, **Mercedes-AMG** GT, **Mini** 3dr, 5dr, **Polestar** 4, **Renault** Scenic, **Skoda** Superb, **Suzuki** Swift, **Volkswagen** Passat Estate, T-Cross update, Tiguan

Bohema: 987kg, 700bhp V6, £1.32m

VAUXHALL

Corsa 5dr hatch £18,065–£34,535 ★★★⯪☆

Improved in many ways but lacks the appeal to match its price. EV is more likeable. **LxWxH** 4060x1765x1433 **Kerb weight** 1141kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.2 75	72	108	12.4	53.3	125
1.2 100	97	121	9.3	48.7-52.3	126-134
50kWh Electric	132	93	7.6	209	0

Astra 5dr hatch £25,290–£40,400 ★★★⯪☆

Eye-catching, refined and polished to drive, but less practical than its predecessors. **LxWxH** 4373x1860x1441 **Kerb weight** 1341kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.2 Turbo 110	108	124	10.2	54.3	119
1.2 Turbo 130	128	134	9.9	54.3	119
1.6 Hybrid	178	140	9.3	201-256	24-26
1.5 Turbo D 130	128	130	10.6	64.2	115

Astra Sports Tourer 5dr estate £26,490–£38,485

More spacious Astra wagon is as attractive as the hatchback. We have yet to drive it. **LxWxH** 4642x1860x1480 **Kerb weight** 1346kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.2 Turbo 110	108	124	10.8	52.3-53.3	125-127
1.2 Turbo 130	128	130	9.9	49.6-51.4	127-133
1.6 Hybrid	178	140	9.3	201-256	24-31

Crossland 5dr SUV £20,295–£28,355 ★★★⯪☆

Still only a mid-pack player in a busy crossover market, but simple and easy to operate. **LxWxH** 4212x1765x1605 **Kerb weight** 1245kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.2i 83	81	105	14.0	47.1	142
1.2i Turbo 110	108	117	10.6	47.1	140
1.2i Turbo 130	128	128	9.1	44.1-48.0	136-146

Mokka 5dr SUV £23,490–£38,645 ★★★⯪☆

Radically overhauled crossover now comes with the option of battery-electric power. **LxWxH** 4151x1791x1531 **Kerb weight** 1750kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.2 100	99	115	10.6	51.4	124
1.2 130	128	125	9.1	47.1-50.4	126-137
50kWh Electric	134	93	8.7	201	0

Grandland 5dr SUV £29,905–£42,360 ★★★☆☆

Does well to disguise its 3008 roots but too bland to stand out in a congested segment. **LxWxH** 4477x2098x1609 **Kerb weight** 1350kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.2 Turbo 130	128	117	10.4	45.6	141-147
1.6 Hybrid	223	140	8.9	192.0-210.0	34
1.5 Turbo D 130	128	119	12.3	54.3	136

Combo Electric Life 5dr MPV £34,085–£36,545 ★★★⯪☆

Van-based people carrier is usable, spacious and practical, and now electric-only. **LxWxH** 4403x1841x1921 **Kerb weight** 1474kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
50kWh	132	84	11.7	174	0

VOLKSWAGEN

Up 3dr/5dr hatch £14,210–£18,360 ★★★★☆

It's no revolution, but VW's hallmarks are in abundance. **LxWxH** 3600x1428x1504 **Kerb weight** 926kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 65	64	100	15.6	54.3	119
1.0 115 GTI	113	119	8.8	51.4	125-126

Polo 5dr hatch £19,505–£28,540 ★★★★☆

A thorough going-over makes it more mature, but the Polo is still a bit boring. **LxWxH** 4053x1946x1461 **Kerb weight** 1105kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 80	78	106	15.4	51.4	125
1.0 TSI 95	93	116	10.8	48.7-53.3	120-127
1.0 TSI 110	108	121	9.9	53.3-54.3	118-119
2.0 TSI GTI	204	149	6.5	39.8-41.5	155

Golf 5dr hatch £25,765–£48,250 ★★★★⯪

New strengths and familiar ones carry it back to the class lead, but only marginally. **LxWxH** 4284x1789x1492 **Kerb weight** 1231kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 TSI 110	108	126	10.2	53.3	121
1.5 TSI Evo 130	128	130	9.1	51.4-53.3	121-124
1.5 TSI Evo 150	148	139	8.9	50.4-51.4	124-128
1.4 TSI eHybrid	201	137	7.4	235.4	21-26
1.4 TSI GTE	242	140	6.7	235.4	27-28
2.0 TSI GTI	242	155	6.4	38.2	169
2.0 TSI 300 GTI	296	155	5.6	38.2	167
2.0 TSI 320 R 4Motion	296	155	4.7	36.2	177
2.0 TDI 115	113	126	10.2	67.3-68.9	107-110
2.0 TDI 150	148	139	8.8	64.2	116-117
2.0 TDI 200 GTD	197	152	7.1	54.3	137

Golf Estate 5dr estate £27,090–£45,190 ★★★★☆

Wagon puts on a growth spurt and adopts the eighth-generation hatchback's tech. **LxWxH** 4633x1789x1497 **Kerb weight** 1295kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 TSI 110	108	126	10.5	51.4	124
1.5 TSI 130	128	133	9.4	52.4	123
1.5 TSI 150	148	139	8.7	49.6	128
2.0 TSI R 4Motion	316	155	4.9	35.8	178
2.0 TDI 115	113	126	10.5	64.2	114
2.0 TDI 150	148	139	9.1	61.4	121
2.0 TDI 4Motion Alltrack	198	142	7.1	50.4	147

ID 3 5dr hatch £37,140 ★★★★☆

A very mature electric car whose substance of engineering is central to its appeal. **LxWxH** 4261x1809x1568 **Kerb weight** 1730kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
150kW 58kWh	201	99	7.3	261	0

Passat 4dr saloon £28,205–£40,820 ★★★★☆

Lands blows on rivals with its smart looks, civilised refinement, quality and usability. **LxWxH** 4767x2083x1476 **Kerb weight** 1367kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 TSI Evo 150	148	137	8.9	46.3-47.9	139-146
2.0 TDI 150	148	139	9.1	58.9-60.1	124-127

Passat Estate 5dr estate £32,760–£40,515 ★★★★☆

All the Passat's redeeming features in spacious, practical estate form. **LxWxH** 4767x2083x1516 **Kerb weight** 1395kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 TSI Evo 150	148	133	8.9	44.8-45.6	144-151
2.0 TDI 150	148	130-132	9.1	56.5-57.6	128-132

Arteon 4dr saloon £38,820–£55,875 ★★★⯪☆

VW's flagship saloon is well made and luxurious but rather bland to drive. **LxWxH** 4862x1871x1450 **Kerb weight** 1505kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 TSI 150	148	137	8.9	42.8-44.8	144-151
2.0 TSI 190	187	149	7.9	36.2-38.2	168-178
2.0 TSI R 4Motion	316	155	4.9	31.0	207
2.0 TDI 150	148	137	9.3	55.4-58.9	126-134
2.0 TDI 200	197	147	7.9	51.4-54.3	137-145
2.0 TDI 200 4Motion	197	145	7.4	46.3	159

Arteon Shooting Brake 5dr estate £40,060–£56,760 ★★★⯪☆

Hybrid option and estate bodystyle's extra versatility enhance the Arteon's appeal. **LxWxH** 4866x1871x1450 **Kerb weight** 1529kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 TSI 150	148	135	8.9	42.2-43.5	145-153
2.0 TSI 190	187	145	7.9	35.8-37.2	171-179
1.4 TSI eHybrid	218	138	7.8	217.3	31-32
2.0 TSI R 4Motion	316	155	4.9	31.0	207
2.0 TDI 150	148	135	9.4	54.3-57.6	128-136
2.0 TDI 200	197	145	7.9	50.4-53.3	139-147
2.0 TDI 200 4Motion	197	143	7.4	46.3	161

Touran 5dr MPV £33,980–£36,535 ★★★★☆

Dull overall, but it's a capable MPV, well made and hugely refined. **LxWxH** 4527x1829x1659 **Kerb weight** 1436kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 TSI Evo 150	148	118	11.4	39.8-40.9	154-162

T-Cross 5dr SUV £22,535–£30,625 ★★★★⯪

Compact crossover delivers a classy, substantial feel on UK roads. **LxWxH** 4108x1760x1584 **Kerb weight** 1270kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 TSI 95	93	112	11.5	47.9	132-133
1.0 TSI 110	108	117	9.9-10.4	42.8-48.7	132-149
1.5 TSI Evo 150	147	124	8.5	46.3-47.1	136-138

Taigo 5dr SUV £23,540–£30,990 ★★★⯪☆

Crossover-coupé-SUV-type thing fills a niche. Likeable enough. **LxWxH** 4266x1757x1518 **Kerb weight** 1407kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 TSI 95	95	114	11.1	51.4	124
1.0 TSI 110	110	119	10.4	51.4-52.3	124-125
1.5 TSI 150	150	132	8.3	47.9	138

T-Roc 5dr SUV/open £26,210–£42,285 ★★★★☆

VW's junior SUV is beguiling and sophisticated. It drives rather well, too. **LxWxH** 4234x1992x1573 **Kerb weight** 1270kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 TSI 110	108	115	10.8	43.5-46.3	133-146
1.5 TSI Evo 150	148	127	8.4	40.9-47.9	144-158
2.0 TSI 4Motion	188	135	6.8	36.2	177-178
2.0 TSI R 300 4Motion	298	155	4.9	31.7	201
2.0 TDI 115	113	116	10.4	56.5-60.1	137-146
2.0 TDI 150	148	124	8.8	50.4-53.3	140-146

Tiguan 5dr SUV £30,030–£38,665 ★★★★☆

An improvement on the previous model and will continue to sell by the bucketload. **LxWxH** 4486x1839x1654 **Kerb weight** 1490kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 TSI Evo 130	128	119	10.9	44.1-44.8	143-146
1.5 TSI Evo 150	148	126	9.2-9.4	38.2-42.2	143-168
2.0 TDI 150	148	125-127	9.4	47.1-50.4	146-157

Tiguan Allspace 5dr SUV £34,320–£46,115 ★★★★☆

Has all the Tiguan's sensibility and refinement, now with the bonus of seven seats. **LxWxH** 4486x1839x1654 **Kerb weight** 1490kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 TSI Evo 150	148	123	9.5-10.3	37.2-39.2	164-176
2.0 TSI 4Motion	188	132	6.2-7.7	32.5	193
2.0 TDI 150	148	126	9.7	44.8-47.1	164-165
2.0 TDI 150 4Motion	148	123-124	9.8	41.5	177-179
2.0 TDI 200 4Motion	197	132	7.8	40.4-41.5	176-184

ID 4 5dr SUV £38,845–£52,865 ★★★★☆

Impressively refined and versatile SUV marks VW out as a maker of fine electric cars. **LxWxH** 4584x1852x1640 **Kerb weight** 1890kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
109kW 52kWh	148	99	10.9	213	0
125kW 52kWh	170	99	9.0	213	0
150kW 77kWh	204	99	8.5	317	0
220kW GTX	299	112	6.2	301	0

ID 5 5dr SUV £50,710–£62,585 ★★★⯪☆

Tech-heavy, practical sloping SUV is easy to live with, but rivals are sharper to drive. **LxWxH** 4599x1852x1615 **Kerb weight** 2167kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
150kW 77kWh	170	99	10.4	327	0
150kW 77kWh Performance	204	99	8.4	314	0
220kW GTX	295	112	6.3	301	0

Touareg 5dr SUV £56,125–£58,805 ★★★★☆

Hints of ritziness and sportiness don't impinge on this functional luxury SUV's appeal. **LxWxH** 4878x2193x1717 **Kerb weight** 1995kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 V6 TDI 231	228	135	7.6	33.6-34.4	214-219
3.0 V6 TDI 286	282	148	6.1	33.6-34.9	213-219

VOLVO

S60 4dr saloon £44,580–£56,480 ★★★★☆

Fresh-faced saloon now sits comfortably among the ranks of its German peers. **LxWxH** 4761x1916x1437 **Kerb weight** 1616kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 B5P	246	112	6.7	41.5	153
2.0 T8 Recharge PHEV	384	112	4.6	122.8-176.5	42

V60 5dr estate £41,330–£57,635 ★★★★⯪

Spacious and comfortable, with a characterful, Scandi-cool design. **LxWxH** 4761x1916x1427 **Kerb weight** 1729kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 B3	161	112	9.1	40.9	155
2.0 B4	197	112	8.0	41.5	152
2.0 B5	246	112	6.8-6.9	37.7-40.4	157-170
2.0 B6	297	112	6.0	36.2	175
2.0 T6 Recharge PHEV	335	112	4.6	362.6	18
2.0 B4D	197	112	7.6	47.0-50.4	146-156

S90 4dr saloon £63,080–£67,830 ★★★★☆

Volvo's mid-sized exec majors on comfort, style and cruising ability. **LxWxH** 4963x2019x1443 **Kerb weight** 1665kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 T8 Recharge PHEV	384	112	5.1	na	na

V90 5dr estate £50,255–£70,780 ★★★★☆

Luxury estate takes on the 5 Series and the E-Class. Comfy and a good cruiser. **LxWxH** 4936x2019x1475 **Kerb weight** 1679kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 B4P	197	112	7.9	40.9	158
2.0 B5P	246	112	6.9	36.6-40.4	159-175
2.0 B6P	297	112	6.4	34.4-36.2	178-184
2.0 T6 Recharge PHEV	335	112	5.5	na	na
2.0 B4D	197	112	8.8	44.8-49.5	149-164

XC40 5dr SUV £35,835–£61,855 ★★★★☆

Volvo's take on the crossover aims to rival BMW, Mercedes and Audi. **LxWxH** 4425x1910x1658 **Kerb weight** 1626kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 T4 Recharge	208	112	8.5	113-135	47-57
1.5 T5 Recharge PHEV	258	112	7.3	117.7-141.1	45-55
2.0 B3P	160	112	8.6	42.7	152
2.0 B4P	197	112	7.6	36.7-39.2	162-176
69kWh Recharge	228	99	7.4	261	0
78kWh Recharge	402	112	4.9	249	0

C40 Recharge 5dr SUV £48,355–£62,805 ★★★⯪☆

Kit will appeal to many but twin-motor potency isn't a natural fit for relaxed dynamics. **LxWxH** 4431x1910x1582 **Kerb weight** 2185kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
69kWh Recharge	231	99	7.4	269	0
78kWh Recharge	402	112	4.9	273	0

XC60 5dr SUV £47,465–£68,385 ★★★⯪☆

Looks like a small XC90 and carries on where the old one left off. A good, capable cruiser. **LxWxH** 4688x1999x1658 **Kerb weight** 1781kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 B5P	246	112	6.9	36.7-38.1	168-176
2.0 T6 Recharge PHEV	335	112	5.9	282.1	23-64
2.0 T8 Recharge PHEV	384	112	5.5	282.1	25-64
2.0 B4D	194	112	8.3	44.8-45.5	161-166

XC90 5dr SUV £61,995–£83,130 ★★★★☆

Clever packaging, smart styling, good to drive: Volvo's closest thing to a class leader. **LxWxH** 4950x2008x1776 **Kerb weight** 1961kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 B5P	246	112	7.7	32.4	198
2.0 B6P	296	112	6.7	90.7	210
2.0 T8 Recharge PHEV	384	112	5.4	217	28-76
2.0 B5D	232	112	7.6	41.5	178

EX90 5dr SUV £96,255–£100,555

Upcoming XC90 replacement is firm's most expensive car and longest-range EV. **LxWxH** 5037x2039x1747 **Kerb weight** na

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
111kW	404	112	5.9	363	0
111kW Performance	513	112	4.9	360	0

WELLS

Vertige 2dr coupé £40,000 ★★★★☆

Brings traditional British sports car values to an exclusive audience. **LxWxH** 1450x1752x1142 **Kerb weight** 850kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0	209	140	4.6	45.0	na

WESTFIELD

Sport 2dr coupé £19,950–£35,800 ★★★★☆

Sport Turbo is very quick and fun but not a patch on the Caterhams. **LxWxH** na **Kerb weight** na

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.6 Sigma	135	na	na	na	na
1.6 Sigma	155	na	na	na	na
2.0 Duratec	200	na	na	na	na
2.0 Ecoboost	252	na	na	na	na

Mega 2dr coupé £16,950 ★★★⯪☆

Mega engine makes it rapid, but isn't as fun as Caterham's R range. And you have to build it yourself. **LxWxH** na **Kerb weight** na

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 VTEC S2000	240	na	na	na	na

ZENVO

TSR-S 2dr coupé £1,300,000 ★★★★☆

Danish supercar employs a hammer-blow V8 and extreme aerodynamics. **LxWxH** 4815x2038x1198 **Dry weight** 1495kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
5.8 S/C V8 Auto	1177	202	2.8	na	na

ROAD TEST INDEX

The latest and greatest rated as only Autocar knows how

A road test in any other magazine might well be a short, subjective summary of a new car produced under almost any circumstances, but the Autocar road test is different. Specific, rigorous and detailed, it's the closest examination we can give of any new model. It appears over at least eight pages and is close to 50 man-hours in the making every week.

Most of what the road test process entails is designed to be strictly repeatable and fair. We benchmark standing-start and in-gear acceleration at a purpose-built test facility every week. We carry out both subjective and objective handling tests on both road and track, on the latter up to and beyond the limit of grip, so as to fully assess stability, drivability and limit handling appeal. And while benchmark lap times are sometimes taken, they're never an end in themselves.

We record and publish stopping distances, too, as well as taking cabin noise measurements at various cruising speeds and benchmarking either indicated or brim-to-brim fuel economy. We independently measure leg room, head room, boot space and certain key exterior vehicle dimensions, and weigh every car we test. We also empirically verify the true DC rapid-charging speed of electric vehicles across the full spread of their battery capacity.

Just as every new car is different, however, the road test has developed to be versatile enough, week by week, so as to best assess and reflect the suitability of each test subject to its intended purpose. It now includes modular sections describing in detail the limit handling of a new car, or its semi-autonomous assisted driving technologies or its off-road capability.

All of this goes to bringing you the most thorough, relevant and fair test of a new car we can produce. The scores from the most recent road tests reproduced here are the ones we gave the cars at the time so they don't necessarily represent what those same cars might score today were they rejudged using current class standards. But you can dig deeper into their attributes by using the magazine publication dates listed here to look up an old test in your own collection or you can order a back issue by phoning 0344 848 8816.

Matt Saunders, road test editor

ALFA ROMEO

Giulia Quadrifoglio ★★★★½	29.3.17
Stelvio 2.2D 210 Milano ★★★½☆	3.1.18
Quadrifoglio ★★★★☆	9.1.19

ALPINA

B3 Touring ★★★★★	4.11.20
B8 Gran Coupé ★★★★☆	22.9.21

ALPINE

A110 Premiere Edition ★★★★★	16.5.18
Légende GT ★★★★½	9.3.22

ARIEL

Atom 4 ★★★★★	9.10.19
Nomad ★★★★★	24.6.15

ASTON MARTIN

Vantage V8 ★★★★½	23.5.18
F1 Edition Coupé ★★★★☆	1.9.21
DBS Superleggera ★★★★★	21.11.18
DBX ★★★★½	28.10.20
707 ★★★★☆	30.11.22

AUDI

A1 Sportback 35 TFSI S line ★★★½☆	2.10.19
A3 Sportback S3 ★★★½☆	18.11.20
A4 S4 TDI ★★★★☆	18.9.19
RS4 Avant ★★★★☆	14.2.18
A5 S5 ★★★½☆	11.1.17
A5 Sportback 2.0 TFSI S line ★★★½☆	8.3.17
A6 40 TDI S line Avant ★★★★☆	14.11.18
50 TFSIe S Line Quattro ★★★★☆	5.1.22
RS6 Avant Carbon Black ★★★★☆	11.3.20
A7 Sportback 50 TDI Sport ★★★½☆	11.7.18
A8 L 60 TFSIe Sport Quattro ★★★½☆	17.6.20
TT RS ★★★★☆	7.12.16
E-tron 55 Quattro ★★★★½	26.6.19
S Quattro ★★★½☆	2.6.21
Q2 SQ2 Quattro ★★★★☆	20.3.19
Q4 E-tron 40 Sport ★★★½☆	7.7.21
Q5 2.0 TDI S line ★★★★☆	15.3.17
SQ5 Quattro ★★★½☆	21.6.17
SQ5 Sportback TDI Quattro ★★★½☆	3.8.22
Q8 50 TDI S Line ★★★★☆	26.9.18
R8 V10 Plus ★★★★☆	30.12.15

BENTLEY

Continental GT W12 Coupé ★★★★½	2.5.18
Speed Coupé ★★★★☆	22.12.21
Flying Spur W12 ★★★★½	15.7.20
Hybrid Mulliner ★★★★½	17.8.22
Bentayga W12 ★★★★½	18.5.16

BMW

1 Series 118i M Sport ★★★★☆	30.10.19
2 Series 220i Coupé ★★★★☆	1.6.22
M2 CS M-DCT ★★★★½	19.8.20
218i Gran Coupé M Sport ★★★☆☆	8.4.20
3 Series 320d M Sport ★★★★★	15.5.19
330d xDrive M Sport ★★★★½	15.1.20
330e M Sport ★★★★½	1.7.20
4 Series M440i xDrive ★★★★☆	6.1.21
M4 Competition ★★★★½	21.4.21
M4 CSL ★★★★☆	16.11.22
5 Series 520d M Sport ★★★★½	31.5.17
545e M Sport ★★★★☆	20.10.21
M5 ★★★★½	18.4.18
M5 CS ★★★★★	14.7.21
6 Series GT 630d xDrive ★★★½☆	18.11.17
7 Series i7 xDrive60 ★★★★½	15.2.23
8 Series 840d xDrive ★★★½☆	16.1.19
M8 Competition Convertible ★★★½☆	5.2.20
M8 Competition Coupé ★★★½☆	3.6.20
i3 1.3S Range Extender ★★★★☆	21.2.18
i4 M50 ★★★★☆	19.1.22
iX xDrive50 M Sport ★★★★½	2.3.22
X1 xDrive23i M Sport ★★★½☆	25.1.23
X2 M35i ★★★½☆	25.9.19
X3 xDrive20d M Sport ★★★★☆	17.1.18
X4 M Competition ★★★☆☆	13.11.19
X5 xDrive30d M Sport ★★★★☆	2.1.19
X7 xDrive M50i M Perf'nce ★★★★☆	9.9.20

CATERHAM

Seven 420 Cup ★★★★½	31.8.22

CHEVROLET

Corvette LT3 Coupé ★★★★☆	22.6.22

CITROEN

Ami Colour ★★½☆☆	11.1.23
C3 Aircross Puretech 110 ★★★½☆	7.3.18
C4 Puretech 130 Auto ★★★☆☆	26.5.21
C5 X Puretech 180 ★★★★☆	28.9.22
C5 Aircross BlueHDi 180 ★★★½☆	13.2.19

CUPRA

Born 204 58kWh V3 ★★★½☆	6.7.22
Leon 310 VZ3 Estate ★★★★☆	8.9.21
2.0 TSI 245 VZ2 Hatch ★★★★☆	27.7.22
Ateca 2.0 TSI 4Drive ★★★½☆	23.1.19
Formentor 2.0 TSI VZ2 ★★★★½	3.2.21

DACIA

Sandero Stepway TCe 90 ★★★★☆	28.4.21
Duster SCe 115 Comfort ★★★★☆	22.8.18
Jogger 1.0 TCe 110 Comfort ★★★★½	20.4.22

DALLARA

Stradale ★★★★½	16.10.19

DS

3 Crossback Puretech 155 ★★★☆☆	10.7.19
4 E-Tense 225 ★★★½☆	29.6.22
7 Crossback Puretech 225 ★★★½☆	19.9.18
9 E-Tense 225 ★★★½☆	2.2.22

FERRARI

488 Pista ★★★★½	7.8.19
296 GTB ★★★★★	21.12.22
812 Superfast ★★★★☆	25.7.18
SF90 Stradale ★★★★☆	3.11.21

FIAT

Panda 4x4 Twinair ★★★★½	17.4.13
500 Abarth 595 ★★★★☆	26.2.14
Icon 42kWh ★★★★☆	26.1.22

FORD

Fiesta 1.0T Ecoboost ★★★★☆	9.8.17
ST-3 1.5 T Ecoboost ★★★★½	15.8.18
Focus 1.5 Ecoboost 182 ★★★★½	20.2.19
ST ★★★★☆	11.9.19
Mustang 5.0 V8 GT F'back ★★★★☆	24.2.16
Bullitt ★★★★☆	5.12.18
Mustang Mach-E Extended Range RWD ★★★★☆	23.6.21
GT AWD ★★★☆☆	27.4.22
Puma 1.0T 125 MHEV ★★★★½	25.3.20
ST ★★★★☆	24.3.21
Kuga 2.5 PHEV ST-Line ★★★½☆	24.6.20
Ranger Raptor ★★★★☆	28.8.19

GENESIS

GV60 Sport Plus ★★★★☆	24.8.22
G70 2.2 CRDi Luxury Line ★★★½☆	10.11.21
Electrified G80 ★★★½☆	12.10.22
GV80 3.0D Luxury 5-Seater ★★★½☆	15.9.21

HONDA

E Advance ★★★½☆	26.8.20
Jazz 1.5 i-MMD Hybrid EX ★★★½☆	7.10.20
Civic 1.5 i-VTEC Turbo ★★★★☆	19.4.17
2.0 Type R GT ★★★★½	25.10.17
Clarity FCV ★★★★☆	12.7.17
HR-V e:HEV ★★★½☆	24.11.21
CR-V 1.5T EX CVT AWD ★★★½☆	7.11.18

HYUNDAI

i10 1.2 MPi Premium ★★★★☆	15.4.20
i20 1.0 T-GDI 100 48V ★★★½☆	24.2.21
N ★★★★½	25.8.21
i30 N ★★★½☆	27.12.17
1.4 Premium SE ★★★½☆	13.9.17
Kona Electric 64kWh ★★★★☆	31.10.18
Santa Fe 2.2 CRDi ★★★½☆	6.3.19
Tucson 1.6 T-GDi Hybrid ★★★★☆	17.3.21
Nexo ★★★½☆	12.6.19

JAGUAR

F-Type V8 S Convertible ★★★★☆	12.6.13
2.0 R-Dynamic Coupé ★★★★☆	22.11.17
P575 R AWD Coupé ★★★★☆	29.4.20
XF 2.0 R-Sport ★★★★½	2.12.15
300 R-S Sportbrake ★★★½☆	17.4.19
XE 2.0 R-Sport ★★★★½	1.7.15
E-Pace D180 AWD SE ★★★½☆	11.4.18
F-Pace 2.0d AWD ★★★★☆	11.5.16
P400e R-Dynamic HSE ★★★★☆	1.12.21
SVR ★★★★½	24.7.19
I-Pace EV400 S ★★★★½	12.9.18

JEEP

Compass 2.0 M'jet 4x4 L'd ★★★☆☆	3.10.18
4xe S ★★★☆☆	16.2.22
Renegade 4xe Trailhawk ★★★☆☆	30.6.21
Wrangler 2.2 M'Jet-II Ov'd ★★★★☆	10.4.19

KIA

Rio 1.0 T-GDI 3 Eco ★★★½☆	1.3.17
Ceed 1.6 CRDi 115 2 ★★★½☆	29.8.18
Proceed 1.4 T-GDi ★★★½☆	27.2.19
Xceed 1.4 T-GDi ★★★½☆	20.11.19
Niro EV 3 ★★★★☆	7.9.22
EV6 77.4kWh GT-Line RWD ★★★★½	12.1.22
Sportage 1.6 HEV 2WD ★★★½☆	15.6.22
Sorento 1.6 HEV G-TDi 2 ★★★½☆	20.1.21

LAMBORGHINI

Huracán Performante ★★★★½	11.10.17
Evo RWD Coupé ★★★★½	20.5.20
Aventador SVJ ★★★★☆	19.6.19
Urus ★★★★☆	3.7.19

LAND ROVER

Defender 110 P400 X ★★★★½	13.5.20
Discovery Sport D180 AWD ★★★★☆	8.1.20
Range Rover Evoque P300e ★★★★½	10.2.21
Range Rover Velar D240 ★★★½☆	30.8.17
Range Rover Sport D300 ★★★★½	2.11.22
SVR ★★★★★	15.4.15
Range Rover D350 HSE ★★★★½	13.7.22

LEXUS

LC 500 Sport+ ★★★★☆	18.10.17
NX 350h Prem'm Plus Pack ★★★★☆	16.3.22
RX 500h F Sport ★★★½☆	22.3.23
RC F ★★★☆☆	18.2.15
ES 300h Takumi ★★★½☆	6.2.19
LS 500h Premier AWD ★★★☆☆	6.6.18

LOTUS

Elise Cup 250 ★★★½☆	29.6.16
Exige Sport 390 Final Edit'n ★★★★½	21.7.21

MASERATI

Ghibli Diesel ★★★½☆	12.3.14
Quattroporte Trofeo ★★☆☆☆	4.8.21
Levante S Granlusso ★★★½☆	8.5.19

MAZDA

2 1.5 Skyactiv-G SE ★★★★☆	22.4.15
3 2.0 Skyactiv-X ★★★★☆	6.11.19
MX-5 1.5 SE-L Nav ★★★★½	2.9.15
MX-30 145PS ★★★½☆	10.3.21
CX-5 2.2D Sport Nav ★★★★☆	28.6.17

McLAREN

Artura ★★★★½	19.10.22
600LT Spider 3.8 V8 ★★★★½	22.5.19
620R 3.8 V8 ★★★★☆	23.12.20
GT 4.0 V8 ★★★½☆	27.1.21
720S 4.0 V8 ★★★★★	24.5.17
Senna 4.0 V8 ★★★★★	10.10.18
P1 ★★★★★	7.5.14

MERCEDES-AMG

A-Class A45 S 4Matic+ Plus ★★★★½	4.3.20
C-Class C63 S Coupé ★★★★½	24.4.19
CLS 53 4Matic+ ★★★★☆	17.10.18
EQS 53 4Matic+ ★★★★☆	8.6.22
GT R ★★★★½	10.5.17
GT 4-Door Coupé 63 4Matic+ ★★★★½	13.3.19
SLC 43 ★★★½☆	6.7.16
GLC 63 S 4Matic+ ★★★½☆	13.6.18
GLE 53 4Matic+ ★★★½☆	14.10.20

MERCEDES-BENZ

A-Class A200 Sport ★★★★☆	4.7.18
A250e AMG Line Premium ★★★☆☆	5.8.20
B-Class B180 Sport ★★★★☆	3.4.19
CLA 250 ★★★☆☆	21.8.19
C-Class C300e AMG Line ★★★★½	4.5.22
E-Class E400 Coupé ★★★★☆	14.6.17
E300 Cabriolet ★★★½☆	6.10.21
S-Class S580e L ★★★★½	6.4.22
EQA 250 ★★★☆☆	17.11.21
EQB 300 4Matic ★★★½☆	18.5.22
EQE 350+ ★★★½☆	4.1.23
GLB 220d 4Matic ★★★½☆	16.9.20
GLC 250d ★★★★☆	10.2.16
G-Class G350d AMG Line ★★★★☆	17.7.19
GLS 400d ★★★½☆	12.2.20
X-Class X250d 4Matic ★★★½☆	20.6.18

MG

3 1.5 3Form Sport ★★★½☆	25.12.13
5 SW EV Exclusive ★★★½☆	25.11.20
ZS EV Exclusive ★★★☆☆	4.12.19

MINI

Mini Cooper S ★★★★½	2.4.14
Cooper S Works 210 ★★★★½	6.12.17
Clubman Cooper D ★★★½☆	25.11.15
Convertible Cooper S Sport Automatic ★★★★☆	19.5.21
Countryman Cooper D ★★★½☆	22.2.17
Plug-in Hybrid ★★★½☆	26.7.17

MITSUBISHI

Eclipse Cross 1.5 2WD ★★★☆☆	14.3.18
Outlander PHEV GX4hs ★★★½☆	16.4.14

MORGAN

Plus Four ★★★½☆	12.8.20
Super 3 ★★★★½	9.11.22

NISSAN

Micra 0.9 N-Connecta ★★★★☆	26.4.17
DIG-T 117 N-Sport ★★★☆☆	27.3.19
Juke 1.0 DIG-T 117 ★★★½☆	29.1.20
Qashqai 1.3 DIG-T 158 ★★★★☆	28.7.21
Ariya 87kWh Evolve ★★★½☆	26.10.22
X-Trail e-Power e-4orce AWD Tekna ★★★★☆	22.2.23
GT-R Recaro ★★★★½	16.11.16

ORA

Funky Cat 48kWh First Ed'n ★★½☆☆	1.2.23

PEUGEOT

208 e-208 Allure Premium ★★★★☆	6.5.20
308 1.2T Puretech 130 GT ★★★★☆	25.5.22
508 GT BlueHDi 180 ★★★★☆	24.10.18
Hybrid 225 Allure SW ★★★★☆	8.7.20
PSE Hybrid4 SW ★★★★☆	5.5.21
2008 e-2008 GT Line ★★★½☆	30.9.20
3008 1.6 BlueHDi GT Line ★★★½☆	18.1.17
5008 2.0 BlueHDi GT Line ★★★½☆	1.11.17

POLESTAR

1 ★★★★☆	21.10.20

PORSCHE

718 Boxster ★★★★½	8.6.16
Spyder ★★★★½	1.4.20
Cayman S ★★★★½	10.8.16
Cayman GTS ★★★★½	9.5.18
Cayman GT4 RS ★★★★★	14.9.22
911 GT2 RS ★★★★☆	18.7.18
Carrera S ★★★★½	29.5.19
GT3 PDK ★★★★½	11.8.21
Turbo S ★★★★½	10.8.22
Cayenne Turbo ★★★★☆	5.9.18
Turbo S E-Hybrid ★★★½☆	27.5.20
Turbo GT ★★★★☆	20.7.22
Taycan Turbo S ★★★★★	29.7.20

RENAULT

Clio TCe 100 Iconic ★★★★½	27.11.19
Mégane E-Tech Electric ★★★½☆	23.11.22
Arkana E-Tech Hybrid 145 ★★★½☆	13.10.21
Captur 1.3 TCe 130 EDC ★★★½☆	18.3.20

ROLLS-ROYCE

Phantom ★★★★★	4.4.18
Ghost ★★★★½	13.1.21
Wraith ★★★★½	21.5.14
Dawn ★★★★☆	1.6.16
Cullinan Black Badge ★★★★☆	19.2.20

SEAT

Ibiza SE Technology 1.0 TSI ★★★★½	19.7.17
Leon eHybrid FR ★★★½☆	2.12.20
Arona SE Technology 1.0 TSI ★★★★☆	15.11.17
Ateca 1.6 TDI SE ★★★★½	19.10.16

SKODA

Fabia 1.0 TSI 95PS ★★★★½	9.2.22
Scala 1.5 TSI 150 DSG ★★★½☆	31.7.19
Octavia 2.0 TDI 150 SE L First Edition DSG Estate ★★★★☆	2.9.20
2.0 TDI vRS ★★★★☆	17.2.21
Superb 1.4 TSI iV 218 SE L ★★★★☆	26.2.20
Karoq 2.0 TDI 150 Scout ★★★½☆	30.1.19
Enyaq iV 80 ★★★★☆	18.8.21
Kodiaq 2.0 TDI Edition ★★★★☆	23.11.16
2.0 TSI 245PS vRS 4x4 ★★★½☆	23.2.22

SSANGYONG

Tivoli XLV ELX auto ★★★☆☆	14.9.16

SUBARU

XV 2.0i SE Lineartronic ★★★☆☆	28.2.18
Solterra AWD Touring ★★★☆☆	15.3.23

SUZUKI

Swift 1.0 SZ5 ★★★½☆	17.5.17
Across 2.5 PHEV E-Four CVT ★★★★½	7.4.21

TESLA

Model 3 Standard Range Plus ★★★★☆	4.9.19
Model S P90D ★★★★½	20.4.16
Model Y Long Range AWD ★★★★☆	23.3.22
Model X 90D ★★★★☆	15.2.17

TOYOTA

Aygo X Limited Edition ★★★½☆	11.5.22
Yaris 1.5 Hybrid Design ★★★★☆	23.9.20
GR Yaris Circuit Pack ★★★★★	3.3.21
Corolla 2.0 Hybrid ST ★★★★☆	5.6.19
GT86 2.0 manual ★★★★★	4.7.12
Mirai Design Premium ★★★★☆	16.6.21
C-HR Excel 1.8 Hybrid ★★★★☆	4.1.17
bZ4X AWD Vision ★★★½☆	18.1.23
GR Supra Pro ★★★★☆	14.8.19
Hilux 2.8 D-4D GR Sport ★★★½☆	1.3.23

VAUXHALL

Corsa 1.2T 100 auto ★★★½☆	22.1.20
Crossland X 1.2T 130 Elite ★★★☆☆	7.6.17
Astra 1.2T 130 GS Line ★★★½☆	5.10.22
Combo Life 1.5 TD 100 Energy ★★★½☆	27.12.18
Insignia Sports Tourer 2.0 Biturbo D GSI ★★★☆☆	30.5.18
Mokka 1.2 Turbo 130 auto ★★★½☆	12.5.21
Grandland X Hybrid4 ★★★☆☆	22.4.20
VXR8 GTS-R ★★★★☆	10.1.18

VOLKSWAGEN

Up GTI 1.0 TSI 115 ★★★★☆	21.3.18
Polo 1.0 TSI 95 SE ★★★★½	31.1.18
GTI ★★★★☆	1.8.18
Golf 1.5 eTSI 150 Style DSG ★★★★½	22.7.20
R ★★★★☆	14.4.21
ID 3 Pro Performance Life ★★★★☆	31.3.21
ID 4 GTX Max ★★★½☆	27.10.21
T-Roc 2.0 TSI SEL 4Motion ★★★★½	24.1.18
Cabriolet 1.5 TSI Evo DSG ★★½☆☆	10.6.20
Arteon 2.0 BiTDI 240 ★★★½☆	27.9.17
eHybrid Shooting Brake ★★★½☆	9.6.21
Passat 2.0 TDI 190 GT ★★★★☆	4.2.15
GTE ★★★★☆	7.9.16
Touran 2.0 TDI 150 SE ★★★★☆	3.2.16
Tiguan 2.0 TDI 150 SE ★★★★½	22.6.16
Caravelle 2.0 BiTDI Exec. ★★★★☆	23.12.15
Touareg 3.0 TDI R-Line Tech ★★★½☆	8.8.18
ID Buzz SWB 77kWh ★★★★☆	8.2.23
Grand California 600 ★★★½☆	2.1.20
Multivan 1.4 eHybrid Style ★★★★☆	8.3.23

VOLVO

C40 Recharge Twin Ult'ate ★★★½☆	13.4.22
XC40 D4 First Edition AWD ★★★★½	7.2.18
S60 T8 Polestar En'd ★★★½☆	24.12.19
V60 T6 Recharge ★★★★½	21.9.22
XC60 D4 R-Design AWD ★★★½☆	5.7.17
S90 D4 Momentum ★★★★☆	13.7.16
V90 T6 Recharge R-Design ★★★★½	11.11.20
XC90 D5 Momentum ★★★★☆	17.6.15

WESTFIELD

Sport 250 ★★★★☆	29.11.17

ROAD TESTS ON THIS DAY

1989

PROTON 1.5 AEROBACK

Malaysian budget brand arrives aiming to convert Escort buyers

Price £8299 **Engine** 4 cyls in line, 1468cc, petrol **Power** 75bhp at 5500rpm **Torque** 87lb ft at 3500rpm **0-60mph** 14.4sec **0-80mph** 32.8sec **Quarter mile** 19.8sec **Top speed** 99mph **Economy** 28.0mpg

1979

MERCEDES 450 SEL 6.9

High-performance extended S-Class is Benz's range-topper

Price £28,749 **Engine** V8, 6834cc, petrol **Power** 286bhp at 4250rpm **Torque** 405lb ft at 3000rpm **0-60mph** 7.3sec **0-100mph** 19.5sec **Quarter mile** 15.4sec **Top speed** 140mph **Economy** 13.6mpg

SLIDESHOW

The most random stuff also made by car makers

It's official: the Japanese consumer electronics giant Sony is getting into the EV business in tandem with Honda. Yes indeed, the home of the PlayStation and the games that play on it will also soon supply your car – or at least that's the idea. Truth be told, many car companies have gone the other way over the years, and these are some of the most notable examples.

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Volkswagen's sausages

For many years, VW's most popular product has had no wheels and no engine. You see, the company makes pork sausages and uses them to make currywurst, a popular type of fast food in Germany. It serves this currywurst to workers in some of its factories with utensils that it also makes, in brand-owned restaurants and at events such as classic car shows. They're also sold at some groceries in Wolfsburg, VW's home town, along with ketchup also made in VW kitchens. The sausages even have their own part number (199-398-500). They're very popular: VW usually makes more of them than cars in any given year. They're still a staple in the firm's German factory canteens, although sometimes only as a once-a-week treat.

Honda's private jet

Sony's new EV partner Honda has long had an eclectic approach to business. The company also makes snowblowers, lawnmowers, ATVs, motorcycles and even aircraft. Officially named the HA-420, the HondaJet takes the form of a small aircraft intended as a private jet for the world's top 1%. It offers space for up to six passengers and two crew members and has a range of 1600 miles. You can pick one up for around £3.5 million.

Toyota's speedboats

Toyota today offers a range of watercraft for the well-heeled. Its most powerful, the pictured Ponam 35, is propelled by twin 4.5-litre diesel V8s from the Land Cruiser. They deliver 740bhp for a top speed of around 30 knots (35mph). At 11.95 metres long, this yacht can carry 12 people and sells for around £400,000. This particular Toyota club is an exclusive one: the company only builds 15 or so Ponam 35s per year, alongside slightly smaller and cheaper vessels.

General Motors' locomotives

For decades, randomness was in GM's DNA as it made a vast range of items including fridges, mechanical hearts and M16 rifles. In 1930, it entered the locomotive business when it bought the Electro-Motive Company. GM correctly guessed that American railways would move from steam to diesel, creating demand for new locos, and saw synergy for that power source with its cars. EMC became America's largest loco maker beside General Electric. GM owned it until 2005.

Tata's hotels

Jaguar Land Rover lives under the same roof as Tata's Indian Hotels Company. It entered the luxury hotel game in 1903, opening a five-star property in Mumbai named the Taj Mahal Palace (pictured), and is now one of Asia's largest hotel groups. Tata runs more than 100 companies in a dizzying array of areas. It notably supplies computer systems, makes coffee and Tetley Tea, sells life insurance and flies people on Air India.

Ford's missiles

In 1951, Ford Aerospace won a US Navy contract for the engineering and manufacture of parts for the AIM-9 Sidewinder series of air-to-air missiles. It initially made the guidance and control sections of the weapon while helping with logistics. The Sidewinder was used widely in the Vietnam War, and many air forces (including the RAF) use its modern evolutions today. Ford sold the business in 1990, and it's now part of Lockheed Martin.

Mitsubishi's almost everything

Mitsubishi's car division shares its name and logo with many entities. The group's areas of expertise include mining, building cruise ships, selling real estate, making toll-collection systems, designing high-speed trains and refining oil. Having built the fearsome A6M Zero fighter in World War II, it now builds the F-15 (pictured) and F-16 jets for the Japanese air force under licence. There's a good chance it made the air-con unit at your office, too.

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